The Bombay Gazette.

No 8465.—New Series. BOMBAY:—SATURDAY, MARCH 25, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

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For Annum	Rs. 42	For Annum	Rs. 60
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For Advertisements which are to be inserted for a considerable time special contracts may be made.

All Communications, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED, will despatch the S. S. AGRA, 1,908 Tons, 180 H. P., Commander Hillocat, as above from Kurrachee on SATURDAY, the 29th April. Cargo and Passengers can be booked from Bombay and all the Ports at which the Company's Steamers touch.

The Agra is fitted in the usual style of the Company's Vessels, and has excellent accommodation for 61 First-class Passengers and 13 Second-class.

The Steamers leaving Bombay on FRIDAY, the 31st March, and on MONDAY, the 3rd April, for Kurrachee, can carry forward cargo and passengers for transfer to the Agra.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 9th February 1876.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo every week.

The S. S. GOA, 1,905 Tons, 206 H.P., Commander Dickinson, will be despatched on SATURDAY, the 25th March 1876, at 4 P. M.

	Mar.		Apr.
Leaves Bombay	25	Leaves Tuticorin	3
„ Ratnagherry	26	„ Colombo	4
„ Vingorla	26	„ Galle	4
„ Goa	26	„ Negapatam	7
„ Carwar	27	„ Madras	9
„ Mangalore	28	„ Cocanada	11
„ Cannanore	29	„ Vizagapatam	12
„ Tellicherry	30	„ Bimlipatam	13
„ Calicut	30	„ Calingapatam	13
„ Beypore	31	„ Gopalpore	13
„ Cochin	31	„ Pooree Point	14
„ Alleppy	31	Arrives CALCUTTA	16

Cargo for Singapore and China can be booked by the Steamers on this line to meet or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Pontianak, Macassar, Ampanam, Kema and Menado, to be forwarded by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company on other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf touching at KURRACHEE, CHARADER, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSHIRE, and occasionally at BAHREIN, and MAMORRAH.

The S. S. COMMILLA, 679 Tons, 140 H. P., Commander J. C. Shand, will be despatched on FRIDAY, the 31st March 1876, at 4 P.M.

	March.		April.
Leaves BOMBAY	31	Leaves BUSHIRE	10
„ Kurrachee	Apr. 4	„ Mahomrah	12
„ Gwadur	7	„ Fao	13
„ Muscat	7	„ Bahrein	13
„ Bunder Abbas	9	„ Linga	26
„ Linga	11	„ Bunder Abbas	28
„ Bushire	13	„ Muscat	30
„ Fao	15	„ Kurrachee	May 6
„ Mahomrah	15	Arrives BOMBAY	9
Arrives BUSHIRE	16		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE [CALLING AT KATTYAWAR COAST PORTS].

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Fair Season, despatch a Steamer to Kurrachee every MONDAY, at 6 P.M., and an Extra Steamer on every MONDAY at 9 P.M.

The S. S. VINGORLA, 878 Tons, 140 H. P., Commander Bayne, will be despatched on MONDAY, the 27th March 1876, at 9 P.M., calling at Veraval, Porebander, Mangarole and Outch Mandvie.

The S. S. COMMILLA, 893 Tons, 120 H. P., Commander J. C Shand, will be despatched on FRIDAY, the 31st March 1876, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. P. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class	3rd Class.
Aden	42	21	14
Suez	85	42	28
Port Said	88	44	29
Messina	95	48	32
Malta	95	48	32
Leghorn	95	48	32
Genoa	95	48	32
Marseilles	95	48	32

Children under 8 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

SUMATRA to sail on SATURDAY, 1st April 1876.
ARABIA to sail on SATURDAY, 15th April 1876.
EGYPTIA to sail on MONDAY, 1st May 1876.
ASSYRIA to sail on MONDAY, 15th May 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 12th of every month, until further notice.

All steamers of this Company have large First and Second-class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-bills of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 4, Hamam Street.

Bombay, 9th December 1875.

BOMBAY TO MARSEILLES, VIA SUEZ CANAL.

TO SAIL 1st APRIL.

THE Powerful First-class Steamer J. B. WALKER, 1,429 Tons, Rees, her Commander, will be despatched as above. First-Class Passengers. An inspection is invited. FARE—Rs. 350, without Wines.

Apply to

McCULLOCH, BEYTS & Co., Agents.

BOMBAY TO SOUTHAMPTON, VIA SUEZ CANAL.

TO SAIL ABOUT 10TH MAY.

THE attention of Families intending to proceed to Europe is specially invited to the fine Steamer GALATEA, 2,021 Tons Register, 350 H.P., Nominal, classed 100 A 1 at Lloyd's, well known in the South Africa Iron Passenger Service as one of the favourite steamers of the Belgian Royal Mail Company, and now fitted with superior Saloon for First Class Passengers, and carries a DOCTOR and STEWARDESS. For Passage apply to Messrs. GRINDLAY, GROOM & Co.

McCULLOCH, BEYTS & Co., Agents.

"WILSON" LINE.

LIVERPOOL, VIA SUEZ CANAL.

S.S. YEDDO, 1,808 Tons.

TO LEAVE POSITIVELY ON 8TH MARCH.

THE above Vessel will have despatch on the date named. She has excellent accommodation for First Class Passengers.

Rates of Passage Money, on leave of Wines and Spirits, which can be had on board:—

FIRST CLASS ..... Rs. 500

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
VOLKART BROTHERS, Agents.

Bombay, 1st March 1876.

To be followed by the MANTUA, Clarkson Agent.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	Mar. 1876.	April
PERSIA	Capt. J. Babot	3776	450	3rd	Southampton.
MURIA	W. B. Hall	3086	450	8th	London direct.
ELBE	W. Hazelwood	2000	300	10th	Southampton.
ARABIA	G. P. Cates	3138	500	17th	Suez, &c.
MALWA	F. S. Tomlin	3353	450	24th	Southampton.
				May.	
RAMBLER	A. Symons	2432	400	1st	Suez, &c.
DECCAN	J. D. Gaby	3439	550	8th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers passengers change vessels at Suez.

Passengers to Bristol, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 20th March 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 4th April 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. HINDOSTAN, Capt. N. Hoskell, R.N.R. (3,112 Tons and 600 H.P.) will be despatched as above carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any sheet of opium, the officer's receipt for which is not lodged at the Company's Office before noon, on SATURDAY, the 18th March 1876.

GEORGE F. HENRY, Superintendent.

Bombay, 31st March 1876.

P. & O. S. N. COMPANY.

DIRECT STEAMER TO LONDON.

THE P. and O. Company's S.S. SIRIA, (5,026 Tons, 450 Horse Power,) will be despatched for LONDON via SUEZ CANAL, on WEDNESDAY, the 5th April, at 5 P.M.

PASSAGE MONEY (including Canal Fees.)

First Class	Rs. 680
Second Class	„ 370

G. F. HENRY, Superintendent.

Bombay, 6th March 1876.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR and LIVERPOOL:—

	Tons	H.P.	From Glasgow.	From Liverpool.	From Bombay.
UTOPIA	2731	676	.....	.....	11th March.
MACEDONIA	2972	450	19th Feb.	26th Feb.	8th April.
FRINGARIA	2107	464	18th Mar.	25th Mar.	17th May.
also—					
EUROPA	2877	424	will sail from Bombay on or about		10th June.
INDIA	2289	500	do	do	10th July.
ACEDONIA	2973	426	do	do	10th August

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First Class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

	FARES FROM BOMBAY TO LIVERPOOL	SUEZ.
FIRST CLASS	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamers within twelve months of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 8th March 1876.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.

TO SUCCEED THE BRANKSOME HALL.

THE TRENTHAM HALL will be despatched to LIVERPOOL on or about the 1st of May. Definite notice as to the positive sailing date will be given at least a fortnight before the steamer sails.

The attention of intending passengers is particularly called to these fine steamers which have been specially constructed for the Bombay Trade. They are all built to steam 12 knots and are expected to make the passage either to or from England in about 28 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

LIVERPOOL *VIA* SUEZ CANAL.

S.S. STRATHLEVEN, 2,300 Tons,
C. W. Pearson, Commander.
(To leave end of April.)

THIS New and Splendid Steamer will have despatch the last week of April and is expected to make a quick passage. She has been built expressly for the Indian trade, and has excellent accommodation for passengers, both on the main deck and in a Saloon built on deck. She will carry a Surgeon and Stewardess.

FARE TO LIVERPOOL—Rs. 500.

Exclusive of Wines, &c., which can be procured on board at moderate prices. For passage and further particulars apply to

GRINDLAY GROOM & Co,
W. NICOL & Co., Agents.

Bombay, 15th March 1876.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO MARSEILLES, VIA SUEZ CANAL.

THE First Class Passengers Steamer of CASTORE, 2,700 Tons, 250 H. P., will be despatched direct for MARSEILLES on SATURDAY, the 25th instant, positively. She has excellent accommodation for First and Second Class Passengers.

RATES OF PASSAGE (EXCLUSIVE OF LIQUOR).

	1st Class.	2nd Class.	Deck.
To Marseilles	Rs. 450	Rs. 350	Rs. 180
To Port Said	„ 290	„ 255	„ 131
To Suez	„ 260	„ 193	„ 94

For passage, &c., apply to the AGENCY OF THE AUSTRO-HUNGARIAN LLOYD, 92, Bombay Green.

A. C. GUMPERT, Agent.

Bombay, 21st March 1876.

NOTICE.—CONSIGNEES of CARGO per S. S. JUAN, Captain B. Penton, arrived from LIVERPOOL, are requested to SEND their BILLS of LADING accepted by DARLEY BY ORDERS for our Inspectors and our Consignatures and to TAKE DELIVERY AT ONCE of their respective GOODS.

No CLAIM of any kind will be paid after the departure of the steamer unless it be previously passed by the Captain.

EWART, LATHAM & Co.,
Bombay, 20th March 1876. Agents, s.s. Juan.

NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

AS the Office of the COMMISSARY GENERAL of the ARMY will be PERMANENTLY REMOVED to BOMBAY on the 5th proximo, it is requested that ALL COMMUNICATIONS for the Office, which may in the usual course of post, reach on or after that date, be addressed accordingly.

F. P. MIGNON, Colonel,
For Acting Commissary General.

General's Office, Poona, 23rd March 1876.

BOMBAY SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

NOTICE.

THE ANNUAL GENERAL MEETING of this Society is POSTPONED TO WEDNESDAY, the 29th instant, at 5-30 P.M.

ALLAN F. TURNER,
KAIKHOSRO N. KABRAJI,
Joint Honorary Secretaries.

POST CANNING AND LAND IMPROVEMENT COMPANY, LIMITED.

NOTICE is hereby given that a SECOND DIVIDEND at the rate of Rs. 10 per Share has been DECLARED and will be PAYABLE on and after MONDAY, the 27th proximo, to SHAREHOLDERS on the Register on the 13th ultimo, on PRODUCTION of SHARE CERTIFICATES at the Office of the Company.

By Order of the Board,
DAVID SASSOON & Co.,
Secretaries, Treasurers and Agents.

Bombay, 24th March 1876.

ORIENTAL GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

HEAD OFFICE, 9, ELPHINSTONE CIRCLE, BOMBAY.

COMPARATIVE STATEMENT OF RATES OF DIFFERENT OFFICES.

Payable during life for an Assurance of Rs. 1,000 at death, Without Profit a yearly at Age 30.

New Plan of "Oriental"	Rs. 16 11 4
Other Offices, from Rs. 24 15 8 to	„ 34 0 0
New Plan of "Oriental" Profits	„ 18 14 0
The "Positive" Co., with Profits	„ 20 2 8

New Business increasing at the rate of 200 per cent. per annum.

The "Oriental" is the most Economically managed Proprietary Life Office in India. The only Company that strictly prohibits Amalgamation, and allows Policy Holders to vote at Meetings. Funds in Government Securities only.

Intending Assurers or Investors—European or Native—are invited to compare Rates and Conditions of this Company, with those of any other Company.

The Many Substantial Advantages will be learned from the Conditions and Proposal Forms, which can be obtained from

D. McLAUGHLIN SLATER, F.I.A.,
Manager and Actuary.

Or any of the Agents.

NEW ADVERTISEMENTS.

CONCERT AT THE TOWN HALL.

UNDER THE PATRONAGE OF
H. E. THE GOVERNOR OF BOMBAY.

MDLLE. OLGA DUBOIN will give her NEXT and LAST CONCERT at the TOWN HALL, on WEDNESDAY NEXT, instead of TUESDAY, as announced, at 9 P.M. There will be Solo Songs, Part Songs and Organ Solos. Tickets may be purchased at Messrs. SOUNDY & Co., where a plan of the Hall may be seen. Reserved Seats (numbered) Rs. 4 each. Unreserved Rs. 1.

GRANT ROAD THEATRE.

LEWIS' DRAMATIC AND BURLESQUE COMPANY.
LAST WEEK BUT ONE.
THIS EVENING, SATURDAY, MARCH 25.
FOR ONE NIGHT ONLY,
LEAH.

MONDAY, MARCH 27.
BENEFIT OF
MR. HENRY AVELING,
MASTS AND FACES.

TUESDAY, MARCH 28.
FAREWELL BENEFIT OF
MRS. G. B. W. LEWIS,
TYGMALION, GALATEA
AND
BURLESQUE OF ALADDIN.

Doors open at half-past 8. Performance to commence at 9.

A CARD.

GRANT ROAD THEATRE.
MONDAY, 27TH MARCH
MR. H. AVELING
has the honor to inform his Patrons that he takes
HIS BENEFIT
as above,
on which occasion
TOM TAYLOR'S COMEDY
OF
MASKS AND FACES
will be produced.

FORT THEATRE.

NO PERFORMANCE
THIS EVENING
in consequence of
THE STAR COMPANY
being engaged to give
A PERFORMANCE
BEFORE HIS EXCELLENCY
THE GOVERNOR OF BOMBAY
AT
LOWJEE CASTLE.

ELPHINSTONE THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB,
TO-NIGHT, SATURDAY, 25TH MARCH.
CHHEL BATAO AND MOHINA RANI,
TO BE FOLLOWED BY
LEILA AND MAJNOO.

Reserved Seats, Rs. 2.

THE ANNUAL MEETING of the BOMBAY MEDICAL MISSIONARY SOCIETY will be held in the Mission Dispensary, Girgaum, on MONDAY, 27th March, at 6 P.M.

The friends and supporters of the Society are cordially invited to attend.

NOTICE.

TO BE SOLD by PUBLIC AUCTION in the Indian Government Dockyard, on MONDAY, the 3rd April 1876, and the days following, a QUANTITY of OLD and UNSERVICEABLE MARINE STORES, consisting of Awnings, Old Canvas, Sails, Rope (old Coir and Europe), Booms, Masts, Yards, Iron, Copper, Brass and Lead Old, Coal Dust, small Tin Lanterns, Flags, Cases, Casks, Tins, Waste Papers, &c., &c. Terms of sale as usual and for further particulars apply to the Undersigned.

G. O'B. CAREW,
Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 24th March 1876.

STONEHENGE'S BRITISH RURAL SPORTS, comprising Shooting, Hunting, Coursing, Fishing, Hawking, Racing, Boating, &c., &c., with all Rural Games and Amusements 12th edn. *Profusely Illustrated*, Rs. 14.
THACKER, VINING & Co.

MADRAS CALENDAR AND DIRECTORY 1876. Rs. 7-8-0.
THACKER, VINING & Co.

MERCANTILE DIRECTORY of the WORLD, *reduced to* Rs. 25.
THACKER, VINING & Co.

GRADY on the HINDU LAW of INHERITANCE. Rs. 15.
THACKER, VINING & Co.

PRINSEP'S CRIMINAL PROCEDURE CODE. *Fifth edn*, Rs. 16.
THACKER, VINING & Co.

FURMINGER'S MANUAL of GARDENING for INDIA. Rs. 10.
THACKER, VINING & Co.

BAILLIE'S DIGEST of MOOHUMMUDAN LAW. *Hanifeea New edition.* Rs. 17-8
THACKER, VINING & Co.

MANUAL of SURVEYING for INDIA, by Colonel Thuiller and Smith. Rs. 18.
THACKER, VINING & Co.

BALFOUR'S CYCLOPÆDIA of INDIA and of Eastern and Southern Asia, Commercial, Industrial and Scientific. 5 vols. Rs. 80.
THACKER, VINING & Co.

MEDICAL HINTS for the DISTRICTS. Rs. 3.
THACKER, VINING & Co.

POCKET PENAL, CRIMINAL PROCEDURE and POLICE CODES. Rs. 4.
THACKER, VINING & Co.

HINTS on the STUDY of ENGLISH for INDIAN STUDENTS. Rs. 3.
THACKER, VINING & Co.

ROD in INDIA; Hints How to obtain Sport; by H. S. Thomas, M. C. S. Rs. 5.
THACKER, VINING & Co.

FULLERTON'S FAMILY MEDICAL GUIDE. Rs. 7-8.
THACKER, VINING & Co.

BROUGHTON'S CIVIL PROCEDURE CODE. Rs. 21-8.
THACKER, VINING & Co.

SPON'S DICTIONARY of CIVIL ENGINEERING. 4 vols. 8vo *Half bound.* Rs 75.
THACKER, VINING & Co.

WEBSTER'S COMPLETE UNABRIDGED DICTIONARY *Half bound Russia.* Rs 30.
THACKER, VINING & Co.

BOLTON'S TELEGRAPH CODE. Quarto. Rs. 50.
THACKER, VINING & Co.

ENGLISH CYCLOPÆDIA, 12 vols. *Half Russia* Rs. 200.
THACKER, VINING & Co.

CHAMBERS' ENCYCLOPÆDIA, 10 vols. *Half Russia.* Rs 100.
THACKER, VINING & Co.

WHEELER'S HISTORY of INDIA, Vol. IV.
THACKER, VINING & Co.

URE'S DICTIONARY of ARTS, MANUFACTURES and MINES, 3 Vols, 2,100 engravings, *seventh edition*, 1875. Rs. 66-4.
THACKER VINING & Co.

BRAND'S DICTIONARY of SCIENCE LITERATURE and ARTS, New edition 1875, 3 Vols., Rs 40.
THACKER, VINING & Co.

DICKENS' WORKS, *New Library Edition. Illustrated.* 27 Vols. 8vo. Rs 185
THACKER VINING & Co.

CHEAP RAILWAY NOVELS in great variety.
THACKER, VINING & Co.

SPECIAL SHORT ADVERTISEMENTS.

FURNISHED BUNGALOW, with good accommodation, TO LET from middle of April to end of May or longer if required. Apply SETA, *Bombay Gazette* Office.

FOR SALE, a CHILD'S PONY with Saddle and Bridle complete. Apply to W. J. ESSAI, Forbes Street, Bombay.

WANTED by a Young Man, employment, understands Book-keeping, has been connected with the Press 5 years, good Testimonials and references. C.J., care of this Office

A LADY from ENGLAND wishes to hear of PUPILS to TEACH MUSIC at their OWN HOMES. Terms Moderate. Address "W.," care of *Bombay Gazette*.

TO BE LET, during April and May, a House, fully furnished on Chinchpooly Hill. For terms apply to the Manager Parvis' Agency, Bombay.

THE CLARENDON at Matheran Gods ill the fresh sea breeze. Commander, a view the cruel sublime, Which o'er the Gods would please.

TREACHER & COMPANY, Ld., WINE MERCHANTS.

BY APPOINTMENT.

SHERRY: YELLOW SEAL, PALE AND LIGHT, Cash, per dozen, Rs. 17.

SHERRY: PALE DINNER, AN EXCELLENT LIGHT DRY WINE FOR GENERAL USE, Cash, per dozen, Rs. 23.

SHERRY: VINO DE PASTO, A GOOD GENEROUS DINNER WINE, Cash, per dozen, Rs. 26.

SHERRY: OLD DRY, VERY SUPERIOR, SOFT, AND DRY, Cash, per dozen, Rs. 29.

SHERRY: GOLDEN, A RICH NUTTY-FLAVOURED DESSERT WINE, Cash, per dozen, Rs. 29.

SHERRY: MANZANILLA, VERY DRY AND PALE, UNSURPASSED FOR DELICACY AND PURITY, Cash, per dozen, Rs. 31.

SHERRY: OLOROSO, PALE, SOFT, FINE FLAVOUR, Cash, per dozen, Rs. 37.

SHERRY: AMONTILLADO FINE, Cash, per dozen, Rs. 33.

SHERRY: AMONTILLADO SUPERIOR, OLD AND CHOICE, Cash, per dozen, Rs. 37.

These Wines selected with great care by the Company's XEREZ Agency, are deservedly acknowledged by Connoisseurs to be of the highest class.

BOMBAY, BYCULLA, & POONA.

INDIAN TEA EMPORIUM.

☞ PRIZE MEDALS AWARDED AT THE EXHIBITIONS OF

LONDON, PARIS, AND CALCUTTA.

MESSRS. MORTON & Co. can, with confidence, submit their choice stock of carefully selected KANGRA VALLEY TEAS to the public of Western India. Since their introduction, these Teas have been acknowledged by the *élite* of Society to be superior to the numerous varieties of China and Assam Teas, many of which are so generally known to be adulterated.

In giving publicity to the subjoined list of the Nobility and Gentry of this Presidency, comprising members of the Civil, Military and Naval Services, and of the Mercantile community, who have constantly patronized their Teas, Messrs. Morton & Co. trust it will afford a sufficient guarantee for their excellent flavour and pure quality; whilst their moderate price is a further recommendation to all who are desirous of making use of the best and cheapest Tea that has ever been offered for public favour, at cash prices, in this City.

TERMS CASH.

Name of Teas.	Retail in canisters of 1, 2, & 4 lbs. From 1 lb. to 15 lbs.		From 15 lbs and upwards.		Wholesale in bulk in chests of 80 lbs. and upwards.
	Rs.	a.	Rs.	a.	
Orange Pekoe, Extra Fine ...	1	12	1	10	Merchants, Messes, Clubs, Schools, Hotels, &c. liberally dealt with.
Organge Pekoe	1	10	1	8	
Pekoe, Extra Fine ...	1	10	1	8	
Holta Mixture	1	10	1	8	
Byjnauth Mixture ...	1	10	1	8	
Pekoe Souchong, Extra Fine ...	1	8	1	6	
Souchong	1	6	1	4	
Royal Family Mixture ...	1	2	1	0	

These excellent Teas are sold at the depot from 1 lb. upwards.

☞ TO ENSURE PROMPT DESPATCH, ORDERS FROM OUTSTATIONS SHOULD BE ACCOMPANIED WITH REMITTANCES OR GOOD REFERENCES.

MORTON & CO., BOMBAY.

ARRIVAL OF NEW AND VARIED STOCK OF
THE SINGER MANUFACTURING COMPANY'S CELEBRATED
LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,
PER S. S. TRINACRIA.
AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE CIRCLE, BOMBAY.
AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON AND BRASS FOUNDRY.
BRANCH DEPOT CALCUTTA: 2, CHOWRINGHEE ROAD.
THE SINGER MANUFACTURING CO.,
No. 6, ELPHINSTONE CIRCLE, BOMBAY.

BOURNE & SHEPHERD have now ready for sale a SERIES of PORTRAITS, GROUPS, and VIEWS taken in connection with the ROYAL TOUR IN INDIA and by desire of H. R. H. THE PRINCE OF WALES.

LIST OF PHOTOGRAPHS NUMBERED AS PLACED IN HIS ROYAL HIGHNESS'S ALBUM.

No.	Size.	DESCRIPTION.	Price. Rs. as.	No.	Size.	DESCRIPTION.	Price. Rs. as.
1a	Cabinet	Portrait of His Royal Highness the Prince of Wales in undress uniform	2 0	51	10 by 12	Camp Ruheene, Terai	2 8 each.
1	Ditto	His Royal Highness the Prince of Wales and Staff at the Saluting Point, Camp of Exercise, Delhi	1 0	52	10 by 12	Camp Uchs Gaun, do.	
2	10 by 12	View of the Camp, Delhi	2 8	53	Cabinet		
3	10 by 12	Interior of His Royal Highness's Durbar Tent, Delhi	2 8	54	Ditto	Bits in Camp, Terai.	
4	Cabinet	Group of Officers and men of the 11th Bengal Cavalry on horse back	1 0 each.	55	Ditto		
5	Ditto	Ditto ditto ditto		56	Ditto		
6	Ditto	Ditto ditto dismounted		57	Ditto	Native Officers and men, 3rd Ghoorkas.	
7	10 by 12	11th Bengal Cavalry on Parade	3 0	58	Ditto	Men and women of Thibet	
8	Cabinet	His Royal Highness's Elephant with State Trappings	1 0 each.	59	Ditto	Sebbie men and women with presents for His Royal Highness	
9	Ditto	His Royal Highness's Camel Orderlies		60	Ditto	Bazaars of Thibet	1 0 each.
10	Ditto	Delhi Ekka		61	Ditto	Royal Party leaving camp on Elephants	
11	10 by 12	Group His Royal Highness and Officers, 10th Royal Hussars	3 0	62	Ditto	Hunting Cheetah	
12	10 by 12	10th Royal Hussars on Parade	3 0	63	Ditto	Mr. Bartlett (Naturalist) skinning His Royal Highness's first Tiger in Nepaul	
13	Cabinet	Trium. hal Arch at Railway Station, Lahore		64	Ditto	Group of His Royal Highness with Sir Henry Ramsay and Party	
14	Ditto	Government House, Lahore		65	10 by 12	Jamp Shoonas Terai	
15	Ditto	Camel Carriage		66	10 by 12	Camp Ambassa	
16	Ditto	Natives of Yarkund with Hunting Hawks	1 0 each.	67	10 by 12	A tiger in the Camp Bombassa	2 8 each.
17	Ditto	Group of Beloochis	3 0	68	10 by 12	View up the Sardah River looking towards the Nepaul Frontier	
18	Ditto	Group of Goudees (Natives of Chumba)		69	18 by 15	Jung Pershad, "Sir Jung Bahadoor's Fighting Elephant	3 0
19	Ditto	Group of Dancing Goudees		70	10 by 12	Cabinet Ditto Ditto	
20	Ditto	Ditto second position		71	Cabinet	Ditto Ditto	
21	Ditto	Group of Pas han Chiefs		72	Ditto	Ditto Ditto	
22	Ditto	Group of Beloochi Chiefs		73	Ditto	Captured Elephant and his Wardens	1 0 each.
23	10 by 12	Montgomery Hall, Lahore	2 8	74	Ditto	Ditto Ditto	
24	10 by 12	His Royal Highness's Tent, Agra	2 8	75	Ditto	Ditto Ditto	
25	10 by 12	Gover-nor's House of the Prince of Wales' Camp, Agra	2 8	76	Ditto	First day's sport in Nepaul (3 Tigers)	3 0
26	10 by 12	His Royal Highness's Drawing Room, Agra	2 8	77	Cabinet	Sir Jung Bahadoor's Female Servants	
27	10 by 12	Group His Royal Highness, Sir John Strachey and Staff, Agra	3 0	78	Ditto	Women of Thibet	
28	Cabinet	His Royal Highness's Charger "Comanche"		79	Ditto	Ditto ditto	
29	Ditto	His Royal Highness's Sarkandi Shooting Pony		80	Ditto	Group of Sepoys	1 0 each.
30	Ditto	His Highness the Maharaja of Orchon Horse Shoeing		81	Ditto	Ditto Sudras	
31	Ditto	His Highness at ditto on Elephant		82	Ditto	Ditto Hunt-men	
32	Ditto	His Highness the Maharaj of Ulwur on Horseback		83	Ditto	Ditto Tibetan and Policemen	
33	Ditto	Fowling Horse of His Highness the Maharaja of Ulwur		84	Ditto	Brinjarah Bahadoor's Fakir	
34	Ditto	Camel Sowarree ditto		85	Ditto	Nepaulese Coolies, with loads	
35	Ditto	Camel Artillery ditto		86	10 by 12	Group His Royal Highness and Sir Jung Bahadoor and Party	3 0
36	Ditto	State Carriage ditto	1 0 each.	87	Cabinet	Sir Sam. Browne and Indian Staff at Ambala	1 0
37	Ditto	State Palki ditto		88

COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 24TH MARCH 1876.

THE Liverpool Cotton Market yesterday closed steady, sales 14,000 bales, of which 4,000 were Surats. On the spot Reuter's quotations show an advance of 1/16d. per lb. in Fair Omrawuttees, G. F. Ginned Dharwar, G. F. Westerns and G. F. Tinnevelly, ½d. per lb. in Fair Omras and 3/16d. per lb. in Good Fair Ginned Broach. To arrive, prices were generally 1/16d. higher. Good Fair Omrawuttee with the G. F. clause, March-April shipment Cape being quoted at 5½. Good with the F. G. F. clause March-April shipment Cape at 5 7/16 and Good with the Good clause February-March shipment via Canal at 5¾d. per lb. Good Broach, F. G. F. clause March-April shipment Canal is given at 6¼d. and from private sources we learn that there are sellers of Fully Good Fair with the G. F. clause at 5¾ per lb. This morning's market opened quiet but steady, probable sales 12,000, actual imports 6,000 bales.

The New York telegrams of the 22nd and 23rd come to hand this morning together. On the former date ready Mid. Uplands had advanced from 13 to 13¼ cents and again yesterday to 13¾ cents, but May shipment remains unchanged at 13 11/16 cents per lb. Gold and Exchange on London have not moved. The Receipts at the U. S. ports to date are as follows :—

	1876	1875	1874
Wednesday's Receipts	13 000	8,000	11,0 0
Thursday's do. ...	10 000	8,000	8.000
Six days' do. ...	58,000	40,000	53,000
Total since 1st Sept.....	3,685,000	3,135,000	3,350,000

The Manchester Piece Goods Market has been quiet but steady. Coffee in London is reported steady, but the quotation for Mid. Plantation Ceylon is 1s. per cwt. lower. In New York Fair Rio Coffee is at 16¾ cents. Cocoanut Oil and Seeds in London are unchanged. Reuter's weekly metal quotations show a decline of £1 per ton in Copper Braziers and 5s. per ton in Silesian Spelter, but are otherwise unchanged.

Enfaced Rupee Paper has again receded in value in the London Market, Fours being quoted at 83, Fours-and-a-half 84, Fives-and-a-half 85¼.

The weekly return of the Bank of England, as we use to be expected from the tenor of previous advices, shows a decided improvement in position, the proportion of the Reserve to Liabilities having advanced from 42 to 46¼ per cent. The Reserve has increased by £937,500 and Bullion by £750 000, while Discounts are smaller by £1,875,000. The rate of discount on 6 months' sight Bills is not given, but it is probably easier.

Consols this morning are quoted at 94¾, French Rentes at 105.

Bar Silver is again given by Reuter at 52¼d. per oz., so that the rumours of 52d. current yesterday prove to be without foundation. The shipments of specie by this week's Southampton steamer are £100,000 for Bombay and £20,000 for Calcutta, by no means so heavy as was expected

In Sterling Exchange to-day there has been no material alteration. The Banks still show great unwillingness to buy, unless they are able to sell something like an equivalent amount at the same time, while sellers on the other hand do not seem disposed to force business by accepting higher rates. In this way transactions to-day have not been large either in ready or forward bills and the appearance of the market seems to favour continued dulness. We quote :—

Bank Bills, on demand.	... 1s. 8¾d.	per Rupee
Credits, 4 months' sight	... 1s. 8¾d.	"
Credits, 6 months' sight	... 1s. 8 13-16d.	"
Documents, 4 months' sight	... 1s. 8¾d.	"

On Calcutta we still quote demand at 99 15/16. In 60 days' sight there has been a considerable business done at 98¼.

Government Paper remains unchanged.

The Share Market has been quiet with but a limited business passing, and our quotations are unaltered throughout with the exception of an advance of Rs. 5 per share in Bombay United and an equivalent decline in Great Eastern Spinning and Weaving.

The Cotton Market continues strong and a large business has been done to-day at a further advance of Re. 2 to Rs. 3 per candy except in Mowas, for which Rs. 5 per candy more has been paid. The demand has been very general for all descriptions, but the greatest competition has been for Mowas, which has been bought at Rs. 195, and Machine Ginned Broach which may be quoted at Rs. 213 to Rs. 215 fully pressed. For best Akote Rs. 195 is now asked, for fully Good Fair Omras Rs. 190, Good Fair Rs. 181, Fully Fair Rs. 172 and Fair Rs. 165 per candy Dholleras of all grades is in request, the quotations being for Fair, all April delivery, Rs. 167, Fully Fair Rs. 173, Good Fair Rs. 184, and Fully Good Fair Rs. 190 per candy full-pressed. The receipts yesterday were 4,319 bales, making 40,017 bales for the week. The total since 1st September last is now 408,263 bales against 656,998 last, and 573,481 bales for the previous season.

Freights to-day have been quiet but fairly steady. By Steamers for Liverpool the rates current are £2 to £2 1 3 but only a very moderate quantity has been engaged at that and we hear speculative orders for early April shipment have been given at £1 18 9 per ton. The Xantho (s.c.) has been fixed for Havre and London at £2 10 payable here for the former and £2 2 6 payable there for the latter port, 150 tons concessions at £1. By Cape, Liverpool rates are unchanged at £1-17-6 for Wood and £2 1-3 to £2-2-6 for Iron ships. Two wooden ships have been fixed for Seeds at £2-8 9 U. K. and £2-10 for Continent.

Piece Goods are steady but not active and the few sales reported from first hands show no change in prices.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Nomnl. p. sh.	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.		P. a.		
250,000	100	all	15 p.ct	Agra Bank	97
22,000	1,000	all	10 do.	Bank of Bengal	1,400xd
30,000	1,000	all	5 p.ct	Bank of Bombay New..	687½
8,250	1,000	all	8 do.	Bank of Madras	1,300
25,000	250	all	8 p.ct	Chartered Mercantile Bank. of L. & China	275
40,000	2611	all	6 p.ct	Comp. & Shanghai Bank	300
40,000	400	all	5 p.ct	Chartered Bank of India and China	195
250,000	250	125	8 do.	National Bank of India..	149
80,000	250	all	12 do.	Oriental Bank	515

RAILWAY COMPANIES.

250	215-3-5	p. c.	G. I. P. Railway Consolidated Stock	167
250	108 14-6	do.	Do. New 250 Shares.....	108
250	65 7-8	do.	Ditto	72
250	21 12 1	do.	Ditto	22
100	1,000	do.	B. B. & C. I. Railway Co.	1,100
—	218	199-9-16	do.	Do. New Shares	245

PRESS COMPANIES.

100	5,000	2,500	(50 p.c.)	Akbar Cotton Press Co..	1,450
100	2,000	1,100	55 p.c.	Albert Co. Kurrachee..	775
100	500	all	18 p.c.	Albert Ginning Co.....	600
100	1,000	1,000	—	Ava Mills Co.	1,105
150	49,000	11,000	425 p.c.	Apollo Press Co.....	5,300
175	1,000	all	60	Bellary	710
125	500	all	65 p.c.	Benar Company (New)..	505
1,000	250	all	45 p.c.	Indian Press Co.	375
400	250	all	64 p.c.	Broach Cotton Co.....s..	95
400	1,000	all	72 p.c.	Carwar Co.	825
250	250	all	...	Cocanada Press Co.....	15
500	1,000	all	700 p.c.	Colaba Press Co.....	8,300
250	500	all	Nil	The Ices. P. & O. Co....	300
1,000	1,000	all	180 p.c.	East India Press Co.....	950
1,250	5,000	all	Rs. 20	Fort Press Co	1,950
500	5,000	5,000	15 p.c.	Franzji Cowasji Press Company	355
200	500	all	100 p.c.	French Press Co.....	495
1,250	500	500	80 p.c.	Imperial Press Co.....	425
2,250	400	250	65 p.c.	Mohsuni Press & Gin ning Co.....	365
600	2,000	2,000	...	Nicol P. Manufacturing Co., Ld..	1,250
130	...	1,500	260 p.c.	Prince of W. Press	700
250	500	all	100 p.c.	Sassoon Mills Co.	560
250	500	750	45 p.c.	Scinde Press Co.	445
100	1,000	750	...	Scinde & Punjaub Cotton Press Co., Limited.....	1,000
150	250	all	12 p.c.	Victoria Cotton Gin and Press Co	200xd
600	1,000	...	125 p.c.	Victoria United Press Co.	875

* Per share, for the year.

LAND COMPANIES.

4,000	1,000	all	60	Colaba Land Co.....	1,075
1,250	1,000	all	...	Fore Land & Pier Co.Ld	75
1,750	5,000	3,000	30 p.c.	Mazagon Land	975
5,000	1 400	all	46 do.	Port Canning Land Company, Limited	195

BANK OF MADRAS.

The following is the statement of the affairs of the Bank of Madras on 18th March, 1876 :—

Liabilities.	Rs.	a.	p.
Capital	56,25,000	0	0
Public Deposits	86,91,444	10	2
Other Deposits	60,79,681	6	8
Cash Credits	3,61,0 9	13	5
Post Bills	63,889	2	0
Reserve Fund	5,00,000	0	0
Rs.	2,13,21,064	15	3

Assets.	Rs.	a.	p.
Silver & Notes.....	79,85,808	12	10
Govt. Reserve.—Cash	14,37,6 4	2	11
Govt. Securities.....	51,51,400	12	0
Loans	14 28 415	3	4
Amount of Overdue.....	14,55,661	0	0
Mercantile Bills discounted	34,29 026	11	11
Due to Bank	2,94,095	1	2
Bills of Exchange.....	11,9-,745	14	1
Due by other Banks.....	4,77,377	0	0
Rs.	2,13,21,064	15	3

GREAT INDIAN PENINSULAR RAILWAY.

Statement of Traffic for the week ending 18th March. 1876.

Open 1678½ Miles.	Rs.	a.	p.
Coaching	99 670	2	0
Merchandize.....	4,45,720	0	0
Sundries	841	0	0
Bombay Trains.....	342	8	0
Total Rs.....	5,46,7 3	10	0

Corresponding week last year, open 1,678½ miles..... Total Rs..... 6,73,260 15 4

Decrease Rs..... 1,26,787 5 4

SHIPPING INTELLIGENCE.

The barque Russian Merchant, 534 tons, Captain W. McGregor, arrived in harbour yesterday from Coconada (February 1st), in ballast.

The barque Expedition, 525 tons, Captain D. G. Gut, arrived in harbour yesterday from Mauritius, (February 17th), with a cargo of 9,401 bags sugar, and 1 iron chest.

The B. I. S. N. Co's ss. Umballa, 494 tons, Captain R. L. Turner, sailed yesterday for Persian Gulf via Kurrachee, with a general cargo and the following passengers :—For Kurrachee.—Mr. R. T. Flinch. For P. Gulf.—Asst. Apothy. Mr. J. Mascarenhas. For different ports.—Eighty seven deck passengers.

The ss. Lumley Castle, 1,076 tons, Captain G. L. Browne, arrived in harbour on the 23rd instant from Shield (February 10th), via the Suez Canal, with a cargo of 1,509 tons coals and 200 tons coke. She passed on the 17th March at 2 P. M, Serapis Osborne and, Raleigh Sunday Westword asked to be reported all well, in lat. 14.50 N. and lag. 55-00 E. The vessel is consigned to Messrs. McCulloch Bayts and Co.

ARRIVALS.

Mar.	Vessels.	Commanders	From.
23	Lumley Castle (s)..	Browne	Shield. Feb 10.
24	I M S Crocodile	Sh rp	Aden Mouth, Feb 20.
	Taper nce	Ord	Mauritius, Feb 17.
	Bushire Merchant...	McGlegor	Cocoanada, Feb 1.

DEPARTURES.

Mar.	Vessels.	Commanders	Destinations.
24	Umballa (s).....	Turner	P. Gulf via Kurrachee

The following vessels were entered out for loading yesterday:—Steamer Vinovela, for K. Coast and Kurrachee.
Steamer Ariff, to Odessa &c.
Steamer Tilmar, to Antwerp.
Barque Statelino, to Moulmen.

CALCUTTA.

ARRIVALS.

Mar.			
20	Ambassador (s)	William	Liverpool, Feb 12.

DEPARTURES.

Mar.			
20	Sir J. Lawrence s).—	.....	.....
	Hindostan (s)	.....	.....
	Argyll (s)	.....	.....
	Lahona	.....	.....

MADRAS.

ARRIVALS.

Mar.			
20	M. and H. Cox	.....	Calcutta.

DAILY EXPORTS.—March 24.

For Liverpool.

Cape Verde—100 bales cotton, Lyon and Co; 500 bales cotton, Peel, Cassels and Co; 550 bales cotton, Campbell Mitchell and Co.

Baron Colonsay.—1414 cwts myrabolams, Jotha Purshotam.
Persia, 165 bales cotton, Mooljee Jaitha and Co.
Prince Omar, 1,288 cwts linseed, Finlay, Scott and Co; 150 bales cotton, Gaddum and Co.
Turkish Empire.—500 bales cotton Nurree Kessowjee and Co; 96 bales cotton, Tankmchund Roopchund.
Helen Scott.—250 cwts myrabolams, Ralli Brothers.
Yeddo s., 16 bales wool, Rezubally Allyruss; 33 bales wool, Goodallee Toolseedass
Tay Hope s.—50 bales cotton, Greaves, Cotton and Co; 50 bales cotton, Gaddum and Co.
Carnatic s.—75 bales cotton, Runchordass Vurjeewandass; 400 bales cotton, Gaddum and Co; 85 cwts goat yarn Treasure Parties; 30 bales wool, Damoodar Haurice; 20 bales cotton, Sullaman Mulladina; 50 bales wool, Rhimjee Cannjee; 2,470 cwts wheat, Finlay Scott and Co; 120 bales cotton, Hitchley Stewart and Co.
Harold Harfager s.—1,609 cwts linseed, Mackinlay Simpson and Co; 701 cwts linseed and 200 bales cotton Killick Nixon and Co; 100 bales cotton, W Nicol and Co; 80 bales cotton, Nurree Kessowjee and Co; 60 bales cotton, Jairam Dayal; 50 bales cotton, Tarjee Jadawjee; 63 bales cotton Ookerda Khata; 27 bales cotton Pelle and Co; 1,000 bales cotton, Ralli Brothers; 900 bales cotton, Peel Cassels and Co; 192 bales cotton, Vithaldass Cooriee; 78 bales cotton, Noopchund Nowrungroy; 120 bales cotton, Bhowanidass Purshamdass; 400 bales cotton, Gaddum and Co; 200 bales hemp, Nathoo Soondries; 190 cwts wheat, Kessowjee Roopjee; 275 cwts wool dates, Rallia Meenary; 800 cwts wheat Stearn Hobart and Co; 170 bales cotton, Campbell Mitchell and Co; 50 bales cotton, Dewjee Dossa; 200 bales cotton, Killick Nixon and Co.

For London.

Dahlia s.—80 cwts horns, Woomersboy Chandabhoy; 150 cwts linseed and 10,500 cwts rapeseed, Finlay Scott and Co; 629 cwts wet dates, Abdool Moosa; 60 cwts cloves, Hassonbhoy Thavoor.
Pekin s.—8 bales skins and 14 bales hides, S W T N Meers and Co; 17 bales skins, and 33 bales hides, Mamed Ahier and Co; 20 bales skins and 3 bales hides, V A S M Saheb and Co, 24 bales skins, P H A C M Saheb and Co; 2 bales skins, S J E M Saheb; 2 bu dles and 986 pieces R both, Anundjee Viram; 66 pieces R both, Currimbhoy Alloobhoy; 37 bales skins and 7 bales hides, F M C A Saheb and Co; 1 bale hide, M Allana; 5 bundles E both, Amerchund Pitamber.

For Havre.

Madeline s.—43 bales cotton, George Lockhart and Co.
Nubia s.—1 case P fumer and 14 cwts blood stone, Allimamed Hasum; 27 bales hides, Hasum Noormamed.

For Falmouth.

Kingston, s.—559 bales cotton Knoop and Co.
Excelsior—80 cwts bones, Natha Easo.

For Port Said.

Godshill s.—1,050 cwts linseed, Finlay Scott and Co.

For Hull.

Governor Tilly—900 cwts linseed, Ralli Brothers.

For Marseilles.

J B Walker s.—1,800 cwts linseed, Pesto sha Hormusjee; 5 bales cotton, Jules Siegfried and Co; 627 packets teaseed, Finlay, Scott and Co.
Sun Fra s.—1 0 bales cotton, Jules Siegfried and Co.
Venetia s.—2 0 bales cotton Jules Siegfried and Co.
M dras s.—96 cwts cocoanut oil, 3,000 cwts singelly seed 12,000 cwts wh at, 7,484 cwts linseed, Ralli Brothers.

For Odessa.

Nubia s.—500 bales cotton, W Nicol and Co.
Venetia s.—500 bales cotton, Gaddum and Co.
Ann F s.—26 packages coffee, W Nicol and Co.

For Venice.

Venetia s.—250 bales cotton, Gaddum and Co; 25 bales cotton Peel Cassels and Co.

For Antwerp.

Timour—7,500 cwts linseed, Wallace and Co.

For Trieste.

Venetia s.—100 bales cotton, Finlay Scott and Co; 300 bales cotton W and A Graham and Co; 1,150 bales cotton, Peel Cassels and Co; 50 bales cotton, Peel Cassels and Co.
Castor.—200 bales cotton, E Spinner and Co; 50 bales cotton, Gaddum and Co.

For Calcutta.

Goa s.—40 bales cotton Noorchund Nowrungroy; 33 bales cotton, Khetseedass Hurmookroy.

For Hongkong.

Goa s.—240 lbs vermillio and 200 cwts olibanum, Currimbhoy Ebrahim; 65 cwts fa-mal seed, 27 cwts ilhoorgum and 72½ cwts red raisin, Currimbhoy Heerjee; 213 packages red raisin, Ahmedbhoy Hubibhoy; 69 cwts red raisin, Fazulla Khaleer; 193 wts red raisin and 80 cwts olibanum, Joomabhoy Lelljee; 75 packages red raisin, H K E tonsey.
Hindostan s.—130 bales cotton, N J Abraham; 150 bales twist, E D Sassoon.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.
Bombay, 23rd March.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 6 p.m and 10 p.m.

Barometer corrected	29 deg. Fah ..... 29·838
Temperature of the Air.....	82 1
Wet Bulb Thermometer.....	78 3
Dew Point	69 6
Relative humidity of Air	·667
Extent of cloudy sky (the whole sky clouded=8).	4·0
Maximum temperature of air (read at 9-30 a.m. on following day)	86·7
Minimum do.	76 1
General Direction of wind.....	NNW, W, NNW,
Movement of wind in 24 hours.....	355

MILITARY INTELLIGENCE.

ARRIVALS.—March 22.

Wright, Col, Bengal Political Agent, on furlough, from Bhurtpore.

March 23.

Clair, Lieut. Bombay R E, on duty, from England.
Lindesay, Sub-Lieut, Bengal The Royal Scots, on duty, from England.
Fitzgerald, Sub Lieut, Bengal 60th Rifles, on duty, from England.
Keith, Captain, Bengal 39th Regt, on duty, from England.
Mellins, Lieut, Bombay Sappers and Miners, on leave, from Kirkee.
Dunn, Captain, Bengal 62nd Regt. on leave, from Deolalee.
Powlett, Major, Bengal Staff Corps, to appear before a Medl Board from Abwa (Rajpootana).
Rivaz, Captain Bengal Staff Corps, to appear before a Medl Board, from Dhar to Ghazi Khan (Punjaub).

DEPARTURES.—March 24.

Odill, Lieut, Madras 44th Regt. to join, to Secundrabad.
Lloyd, Major, Bombay Staff Corps, on leave, to Matheran.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette, March 21.)

Revenue Department.

The undermentioned Officers have obtained leave of absence from their stations :

Mr G Vans Agnew, Collr and Mag of Nellore, furlough to Europe for one year, on medical certificate, under Sec 10 (a), with the usual subsidiary leave under Sec 18 of the Civil Leave Code.

Mr A T Arundel, Additional Sub-Collr, Tinnevelly, furlough to Europe for eighteen months on medical certificate, under Sec 10 (a, with the usual subsidiary leave under Sec 18 of the Civil Leave Code, to embark from Tuticorin.

Mr H H O'Farrell Asst to the Collr and Mag of Tinnevelly, special leave from 3rd Feb to 7th March 1876, under Sec 15 of the Civil Leave Code

His Grace the Gov in Council has been pleased to make the following appointments :—

Mr Francis Rawdon Hastings Sharp, Sub-Collr and Joint Mag of South Arcot to act as Collr and Mag of the Dist of Nellore during the absence of Mr Vans Agnew on leave or until further orders.

Mr Charles Augustus Bird, Asst to the Collr and Mag of Madura and Actg Head Asst to the Collr and Mag of the Godavery Dist, to act as Additional Sub Collr of Tinnevelly during the absence of Mr Arundel on leave or until further orders.

Mr Henry Richard Farmer, Actg Head Asst to the Collr and Mag of Kurnool, to be Asst to the Collr and Mag of the Godavery Dist and to Act as Head Asst in that Dist during the absence of Mr Roupell, on other duty, or until further orders.

Mr Henry Thom s Ross Asst to the Collr and Mag of Bellary, to be Asst to the Collr and Mag of Kurnool and to act as Head Asst in that Dist during the absence of Mr Crole, on leave, or until further orders.

Mr R W Barlow, Collr and Mag of Chingleput, resumed charge of the Dist from Mr R J Melville, the Actg Collr, on the forenoon of the 21st inst.

Mr R J Mel ille, Actg Coll-r of Sea Customs and of Madras, assumed charge of his office from Mr J Hunter-Blair on the 18th inst.

Judicial Department.

Capt W D B Ketchen, Supt of the Central Jail at Salem and Actg. Supt of the Central Jail at Coimbatore, the usual subsidiary leave, to proceed to Madras for the purpose of appearing before a Medical Board.

Mr J H Spring Branson, Barrister-at-Law, to act as First Judge of the Madras Court of Small Causes during the absence of M. Busteed, on leave or until further orders.

Lieut-Col George Birch Bowyer, Med B C, to act as Supt of the Central Jail, Coimbatore during the absence of Mr Grimes, on leave, or until further orders.

Ecclesiastical Department.

The Rev R C W R ban, M A, Chaplain of South Black Town, furlough to Europe for eighteen months, under Sec 5 (a), with the usual subsidiary leave under Sec 10, Supplement E, of the Civil Leave Code.

The Rev H Pope, Joint Chaplain of St George's Cathedral, to act as Chaplain of Bellary from the date of the Rev Mr Lys delivering over charge and until further orders.

Major-General F G K mpster to be a lay Trustee of the Chaplaincy of Cannanore.

Public Works Department.

Advertising to the Notification at page 400 of the "Fort St George Gazette" of the 15th March 1876, Capt J Pennycuick, R E, Dist Engr, both Grade is granted fifteen days' subsidiary leave, under Sec 18 (a) of the Civil Leave Code, from the date of giving over charge of the Dist.

Mr L W Paynter, Ex Engr, 3rd grade, Madura Dist, having reported his return to duty on the 1st Mar 1876, the unexpired portion of the leave granted to him in the "Fort St George Gazette" of the 15th Feb is hereby cancelled.

Financial Department.

Under the provisions of Sec 5 and 8, Act IV of 1871 (the Madras Local Funds Act), His Grace the Gov in Council hereby appoints Mr W M Thorburn, Asst Collr, to be a Member and Vice-President of the Ootacod Comb, Karnool Dist; the said officer to continue in office for three years or until his successor shall have been appointed.

Public Department.

Under the provisions of Sec 81 of Act VII of 1871, His Grace the Gov in Council is pleased to appoint Mr E Redfield Actg Asst Supt of Police in the Coimbatore Dist, to institute prosecutions under the said Act for offences committed in that Dist.

Mr R J Melville, Actg Professor of Engineering, Madras, assumed charge of the office in the afternoon of the 18th inst.

The undermentioned Members of the Madras Civil Service attained the rank of 2nd Class on the 15th Mar 1876 :—

Mr C G Plumer, the Hon J C St Clair, Mr C B Irvine, and Mr E J Melvi le.

Military Department.

The undermentioned officer has reported his return from Europe :—

Maj John Ewing, S C Asst Q- M-Genl, British Burmah Division, arrived at Bombay on the 9th Mar 1876.

Maj J G B I S C, Dep Comr, 1st class, Hyderabad Assigned Dists, is permitted to embark from Bombay instead of from Madras, on the furlough to Europe granted to him in G O G No 112 dated 22nd Feb 1876.

With reference to the Notification in the Judicial Dept, dated 14 h inst the services of Maj A F P Bloomfield, of the S C, are replaced at the disposal of H M the C-in-C

The undermentioned officer is permitted to proceed to Europe :

Maj W Smalley, Royal (Madras) Fusrs, on furlough on private affairs for two years, under the Regulations of 1868, and to embark from Calcutta or Madras.

The undermentioned officer is permitted to proceed to Europe :

Maj St G Caulfield, S C, Comdt, Nair Rede, on furlough on private affairs for one year, under the Regulations of 1868, and to embark from the Western Coast.

The undermentioned officer is permitted to proceed to Europe :

Capt C A Sim, Royal (Madras) Fusrs, Ex Engr, 2nd grade, Chicacole, Ganjam, on furlough on urgent private affairs for six months, seventeen days of which to be spent by Rule IX and five months and thirteen days under Rule XI of the Regulations of 1868, and to embark from Bombay.

The undermentioned officer, a Furlough Pass, is admitted on the Madras Establishment from the 8th March 1876, the date of his arrival from England :

With reference to G O G No 87, dated 10th Feb 1876, Surgn H Wade, 2nd B S rg nd Supt of Jail, Tellicherry, is permitted to embark from Madras or Bombay.

The undermentioned officer is permitted to proceed to Europe :

Lieut W G M Strickland, S C, Wing Officer 18th Regt N I, on furlough on private affairs for eight months, under the Regulations of 1868, and to embark from Madras.

Lieut Col W Wilson, S C, Wing Officer 5th Regt N I, on furlough on private affairs for four months, under the Regulations, of 1868, and to embark from Bombay.

Capt P E Spurr, Tehy Gnl List, A, 18th Regt N I, on furlough on medical certificate for two years, under the Regulations of 1868, and to embark from Madras or Bombay.

If Mr 76th Regt is struck off the strength of the Madras Establishment from the 7th March 1876, the date of its embarkation at Bombay.

The following promotions are made in the Ordnance Dept :—

Sub-Condr Henry Harris to be Offg Condr, and Store Sergt John Purcell to be Offg Sub-Condr, from the 8th March 1876, vice Condr Tabram, appointed Acting Barrack Master, Bellary.

Offg Condr Henry Harris to be Condr Sub-Condr John Lynch to be Offg Condr-tor, and Store Sergt William Fabram, to be to Offg Sub-Condr-tor, from the 7th March 1876, vice Conductor D Sullivan, pensioned

Lt D T Litton, of the Royal Engrs, is admitt d on the Madras Establishment from the 8th March 1876, the date of his arrival at Bo bay.

The undermentioned individual is permitted to reside and draw his pay at the place specified against his name, pending the decision of the Commissioners of Chelsea Hospital as to the amount of his pension :—

Private William Rowland, 16th Lancers, Bangalore.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

FLEMING—March 4th, at Homewood, Chislehurst, the wife of John Fleming, Esq., C. S. I., of a son.

BOMBAY.

BIRTH.

BODGER—March 23rd, at Cumballa Hill, Mrs. J. E. Bodger, of a son.

OTHER PRESIDENCIES.

DEATH.

ROBOTHAM—March 20th, at Agra, Olivia Mary, the eldest and well beloved daughter of Surgeon-Major J. H. Robotham, 63rd Regiment.

All Money Orders, Cheques, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

SATURDAY, MARCH 25, 1876.

We publish in another column an elaborate paper drawn up by Colonel Hancock in reply to a Government of India Resolution finding fault with the management of the Great Indian Peninsula Railway as compared with that of the East Indian Railway, and also a Resolution of the Government of Bombay exonerating the staff of the G. I. P. line from the charges of extravagance and inefficiency preferred against them. Colonel Hancock sums up, in the 22nd paragraph of his letter, the causes which make the working of the G. I. P. Railway more costly than that of the East Indian; and it does not require any technical knowledge of the administration of railways to enable the public to understand how much more economically a line can be worked which runs through a level, thickly populated, and productive country, which has a plentiful supply of cheap fuel constantly available, and which can fill its trains both ways with passengers and merchandise seeking transport from one district into another, in comparison with a line which has its course broken by stupendous ghaut inclines, which is carried for hundreds of miles across plains with scanty crops and few inhabitants, which has little traffic to take back in exchange for that which it takes down to the sea, and which is necessarily dependent for fuel on the supply of coal from England. In addition to these, which may be called natural, causes of the inferiority of the Bombay line on a comparison of net traffic receipts, Colonel Hancock and General Kennedy also insist on the increase of expenditure arising from "the necessity which is imposed upon the "Great Indian Peninsula Company by Government of providing a fast mail service" for the benefit of all India. The State demands, in fact, more service from the G. I. P. than from any other line, and then taunts the Company with extravagance. The principal obstacle to the improvement of traffic on the G. I. P. is of course the heavy gradients, which cannot be done away with; but another difficulty, almost equally formidable, is the contrast between the up and down traffic. Cotton, seeds, grain, &c., are sent down in enormous quantities from the interior to Bombay, to be shipped to foreign countries; but there is not much to be sent from Bombay in return into the producing districts. The consequence of this disparity in the traffic is that the up trains from Bombay necessarily consist in great part of empty waggons; but the Company is now trying what it can do by lowering its rates to encourage the districts near the coast to export produce up the country. As to coal, it seems doubtful if General Kennedy is not too sanguine in thinking a more extended use of Indian coal on the G.I.P. line "will shortly be practicable;" but at all events this is a matter which depends on the action of Government, which owns the coal mines of Central India, rather than on that of the Railway Company. The main disadvantages of the G. I. P. line are, we fear, permanent. Even Government Resolutions, coming in aid of the united skill of Agent, Chief Accountant, Traffic Manager, and Chief Engineer, will fail to change trap rock into coal or to lower the Deccan to the level of the Concan. On the whole, however, the controversy raised by the Government of India will have done good in stimulating the Companies to keener emulation; and the public will hardly think there can be much to complain of in the management of a line like the G. I. P., which, in spite of the great expense of working, paid last year all but £100,000 of the whole guaranteed interest of 5 per cent. on its capital.

Our readers will remember that a short time ago we alluded to an instructive case in the Small Causes Court, in which Mr. Browning barrister, was sued for the recovery of Rs. 500, being the amount of fees which he had received to perform work which he failed to do. We were aware that the etiquette of the bar permits many strange things to happen, but we did not think that Mr. Browning's case would pass unnoticed by the Chief Justice. It was one of the most oppressive cases that could have happened under the system of honoraria; for the native litigant, who does not seem to be able to afford to squander money, actually lost all chance of winning his case through taking reasonable precautions to win it. If Mr. Browning had appeared at Mhow, the person who had engaged him might have won his case; and we think that taking this view of the matter, that through his default his native client had lost his case, Mr. Browning should not have hesitated to return the fees when he was asked to do so. To set up the plea of privilege of the bar seemed to us to be under the circumstances a barefaced defiance of gentlemanliness and justice, and we considered that if the Chief Justice did not express his disapprobation of such conduct he would be permitting the natives of India, and possibly Englishmen also, to form a very strange opinion of the character of the gentlemen who practise at the bar of the Bombay High Court. Several days after our remarks upon the case had appeared, Mr. Browning sent an explanation to another newspaper. We did not think it worth while to say anything about that explanation. It spoke for itself. If Mr. Browning himself was pleased with it he must have been in a minority of one The Chief Justice has now spoken out upon the subject. The remarks which he made in Court yesterday relative to the case were simply those which should have been made by any Judge having at heart the honour of the bar. The lesson to Mr. Browning is a severe one; but he should never have needed to be taught it. The lesson to litigants is that when they engage a member of the bar and pay him beforehand on the understanding that he will perform services in return for the fees they may be pretty certain that they will not be disappointed. It is a fortunate thing that the system of honoraria is under such a powerful check as the opinions of Chief Justices; for the case which has occurred shows plainly how much it is capable of being abused or misunderstood. If Chief Justices were, like Sir Michael Westropp, to set down their foot firmly upon all practices of the bar which have even the semblance of unfairness there would be no necessity for such a Bill as that which Mr. Norwood has now prepared in England. Fair work for fair wages is a principle which is as applicable to gentlemen of the bar as to any other class of society; and as a rule it looks dishonest, and probably will continue to appear so as long as the world is regulated on its present basis, for any man to take money from a stranger and keep it, for work which he promises to do but does not. We suppose that Mr. Browning will pay back the Rs. 500 which he has hitherto kept under an erroneous notion about the length to which the plea of privilege of the bar may be stretched. Unless he wishes to ruin his professional prospects in Bombay, he cannot retain the fees after what the Chief Justice has said; but, to do him credit, he has already offered to abide by the decision of the Judges.

We understand that the Council of His Excellency the Governor of Bombay have at present under their consideration a scheme for regulating the settlement of the tenures of the Koth villages in the Presidency. Opinions on the subject have been collected from revenue officials, and altogether a great deal of trouble has been taken to get all the information that exists concerning this difficult subject. When the scheme is finished it will take the shape of a Bill, and an effort will be made to pass it through the Legislative Council this year. Among the various shapes taken by land tenure in Bombay Presidency there is probably none more difficult to understand than the customs cherished by the Koths in the Southern Division. They are intricate and confusing to a degree. We daresay that very few civilians or revenue officers have been able to realise precisely upon what tenure a Koth holds his property; and the Koth's triumphant appeals to customs founded in the misty past—customs which somehow are extremely favourable to himself—makes the confusion worse confounded, and vexes extremely the heart of the conscientious revenue officer whose two ambitions are a Commissionership and the collection of as much money as possible from the people. The zeal of the revenue officers has not been appreciated by the Koths, and the consequence of late years has been the growth of a good deal of lawsuits against Government. The number of these cases would appear to have alarmed the revenue officers; and partly from this cause, and partly doubtless from an honest desire to do justice in rendering to Cæsar what is Cæsar's and unto the Koth what is the Koth's the Bill now under preparation is intended to be a compromise which will please all parties without the intervention of the law. We hope that the Bill will [illegible] its ends, and that the members of the Legislative Council may succeed in understanding it when it is placed before them. A Koth is about as difficult a person to deal with as a Wuttundar; and we remember how [illegible] years ago the Wuttundars' Bill grew so confusing under the influence of numerous alterations of its original perplexing shape that the venerable body of Legislators had solemnly to declare, after several weeks' consideration of the Bill, that it was too much for them altogether—they could not understand it—they did not know precisely what they had been doing with the Wuttundar all the time they had been talking about him: and finally it was not until another year that the Councillors succe

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

MORE SURVIVORS OF THE STRATHMORE.

ALLAHABAD, 24TH MARCH.

News has been received from Rangoon that thirty survivors from the Strathmore arrived there in the Childers on Sunday last, having been rescued from one of the Crozet Islands on the 23rd January by the American whaler Young Phœnix. Those rescued are progressing most favourably. The only lady saved is Mrs Wordsworth with her son. They are both doing well.

RIOTS IN THE VIZAGAPATAM DISTRICTS.

MADRAS, 24TH MARCH.

Riots similar to the Poona outbreak last year have broken out among the ryots of the Bustar and Visagapatam districts, on account of the exactions of the Raja.

The Raja applied to Government for help, and two companies of Native Infantry from Visagapatam and one company from Suranoha have been ordered to proceed to Bustar immediately.

BISHOP GELL.

Bishop Gell proceeds to Calcutta by s.s. Eldorado to-morrow and returns to Madras by rail via Bombay in the middle of next month.

[REUTER'S TELEGRAMS.]

THE TITLES BILL.

IMPORTANT DEBATE.

HOUSE OF COMMONS.

LONDON, 24TH MARCH.

On the reading of the Royal Titles Bill a third time, a long and animated debate ensued in which the Prime Minister dwelt on the political reasons in favour of the Bill, referring especially to the advance made by Russia towards the frontier of India and to the recent conquests in Tartary. These facts being well known throughout India, the assumption of the title of Empress would be regarded as an unmistakeable sign of resolution to maintain our Empire.

Mr. Lowe and Mr. Fawcett strongly censured Mr. Disraeli's allusion to the designs of Russia as both incautious and unwise.

The Bill was passed by 209 against 134 votes.

DEBATE ON MR. CAVE'S MISSION.

In reply to a question, Mr. Disraeli said that the Ministry thought it was inexpedient to publish the Report of the Hon'ble Mr. Cave on his mission to Egypt, without the consent of the Khedive. The Khedive had been consulted on the subject and he deprecated the publication of Mr. Cave's Report; Her Majesty's Government would therefore respect His Highness's wishes.

LONDON, 23RD MARCH.

The Liverpool Cotton Market closed steady. Sales unchanged.

The London Cotton Market has been firm.

Fair Dhollera..... 4⅞

The Manchester Market has been quiet but steady.

4 per cent. Rupee Paper 88

4½ per cent. do. 94

5 per cent. do. 85½

3 per cent. Consols for Account 94⅝

5 per cent. French Rents, 1872 .... 106.

Bar Silver..... 52⅛.

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of Notes.... £19,562,500 ... Inc. £937,500

Bills Discounted.... £19 987,500 ... Dec. £1,875,000

Bullion ..... £24,687,500 ... Inc. £750,000

The sum of £154,000 has been paid into the Bank of England.

The Bank of England has this day reduced its rate of discount to 3½ per cent.

STEAMER REPORT.

GALLE, 24TH MARCH, 9.45 A.M.

Steamer Cathay, from Aden, arrived.

The *Delhi Gazette* announces the death of Lieutenant General Colin Troup, C. B., at Meerut, in the afternoon of the 19th instant. The bare fact is announced as present. Probably we shall hear particulars by next post.

Major General Donald Stewart, C.B., has been gazetted to a Command on the Divisional Staff, but whether he will be posted to Lahore or not, is still, the *Pioneer* says, uncertain. A great deal depends on General Maude, who may or may not like staying in Allahabad.

The young Maharaja of Mysore who attained his 13th year on the 28th ultimo, intends proceeding to Ootacamund shortly and will thence return to Bangalore. It is said by the *Bangalore Spectator* that Colonel Malleson will return to Europe on the Maharaja leaving Mysore for Ootacamund.

The Berlin correspondent of the *Times* says:—"The subjugation of Khokand is confirmed. It reduces the distance between the Russian and English frontiers to 225 miles. A Commission have determined to recommend the Orenburg route for the construction of a railway between European Russia and Tashkend."

The remarks which in our report yesterday of the discussion at the meeting of the Legislative Council on the question of the Land Revenue Administration Bill were attributed to the Hon. Rao Bahadur Bechardass Ambaidass, should have followed the name of the Hon. Khan Bahadur Padamjee Pestonjee. The Hon. Bechardass Ambaidass did not speak.

The King of Ashantee is at his bad tricks again. This time he has actually been trying to cheat the British Government. He paid on the 24th January another instalment of 500 ounces of gold on account of the indemnity. The gold was, however, found to be alloyed, and orders had to be given that it was to be at once replaced. If His Majesty goes on like this, his reputation will soon rival that of the "Heathen Chinee."

It is announced that the successor of Deák, as member of the Hungarian Parliament for the city of Pesth, will be the Roman Catholic Bishop, Michael Horvath, the best historian of Hungary, and an old friend of the late eminent patriot. The liberalism of his opinions was strikingly shown by his speech to the electors, in which, though a dignitary of the Roman Catholic Church, he openly declared himself in favour of civil marriage.

...the historian, who ar... steamer on Thurs... Mr. ... Engr... ...ing in Egypt as a private individual, and has received no mission from the Russian Government."

From the accounts of the Trade and Navigation of British India, for the first nine months of the current financial year, we see that the total value of imports, excluding treasure, was Rs. 27,14,21,179, as against Rs. 26,18,10,960 during the corresponding period of last year, and the total value of exports, Rs. 40,67,07,430 as against Rs. 38,75,76,509. The value of treasure imported was Rs. 3,90,47,377 as against Rs. 5,18,93,828, and of treasure exported, Rs. 1,51,26,082 as against Rs. 1,32,81,242 *Via* the Suez Canal the value of merchandize imported this year was Rs. 19,29,72,043, and of that exported, Rs. 13,92,85,387. The gross amount of import duty collected, including salt, was Rs. 3,16,81,098 as against Rs. 3,27,64,346, and of export duty collected, Rs. 43,65,233 as against Rs. 36,09,218.

The directors of the Alpha Gold Company have called an extraordinary general meeting of shareholders for Wednesday, the 29th instant. The object of the meeting is to consider the advisability of increasing the capital of the company. It has been suggested to double the one lac of original capital. The directors acknowledge that they have been blamed on all sides for commencing so important and large an undertaking on so small a capital as one lac of rupees. It is possible, says the local paper, that this sum would have proved sufficient to open out a profitable working, had not the mistake been made of relying upon steam-power, when cheap and thoroughly efficient water-power was close at hand. The company has done excellent service as a pioneer company, and its prospects are still very encouraging.

We learn from the *Madras Mail* that His Grace the Duke of Buckingham intends to leave Madras with his family by special train on Monday next, for the Neilgherries. The Commissioner and Assistant Commissioner will meet His Grace at Coonoor on Tuesday morning. Breakfast will be laid in tents on a hill near Wellington. After breakfast the party will drive into Ootacamund, and take up their residence at the Cedars. His Grace will return alone immediately afterwards to Madras. This experiment of running up from the plains to the Hills and back again in a week is to be made, we believe, on the Duke's sole responsibility. For the "faculty" naturally cannot accord it their sanction. We admit its boldness, but we would rather that the Duke refrained from experiments with a tropical climate.

The Khedive has officially applied to the British, French, and Italian Governments requesting them to designate three Commissioners who would be delegated by the Egyptian Government to control the management of the projected National Bank of Egypt, and that France and Italy have each agreed to appoint a commissioner. These two commissioners, with one nominated by the British Government, will be installed in office at the same time as Mr. Rivers Wilson, who undertakes the organization of the Egyptian finances. A Reuter's telegram from Cairo, dated Tuesday, February 22th, says:—"Mr. Cave's report, the original of which is in the hands of Mr. Wilson, shows that Egypt's resources enable her to meet all charges, without imposing any sacrifices upon the bondholders, to whatever category of the debt their bonds may belong. The Egyptian Government is well pleased with the part taken by the English Government, which, by its purchase of the Suez Canal shares and its financial counsels, has enabled the Government of the Khedive to surmount all its difficulties."

It appears that the humorous Californian has a habit of charging a cigar with a small capsule of nitro-glycerine and then presenting the same to his friend by way of a joke. A number of noses have already been blown off and quite an assortment of jokers shot, so that the press tardily suggests the abandonment of the custom and the substitution for it of some less pointed pleasantry. Foreign observers have noted that American humour was entirely original and possessed a flavour of the soil. So far as this manifestation of it is concerned it cannot be denied that the characterization is accurate; but with all its originality, we trust that they will keep it where it is, and not turn back the hands by exporting it eastward. Swift said that nothing was so tender as a modern piece of wit—much of it not surviving transportation from one room to another—and we are quite clear that this practical piece of wit is not vital enough to survive carriage across the Continent. The blowing off of a friend's nose here would be looked upon as a piece of boorishness and ill manners, and its perpetrator would be denied a complimentary reception by the Lotos Club—a thing which hasn't happened to any traveller within recent memory.

The usual Lenten Pastoral from Cardinal Manning was read on Quinquagesima Sunday, at the High and Low Masses in all the Roman Catholic Churches of London and Westminster. In it the Archbishop announces certain "dispensations" to the "faithful" as to the use of flesh meat, eggs, cheese, dripping, and lard, at the various meals on certain days of the approaching Lent; and, after lamenting the degeneracy of the present age in respect of self-denial in matters of food and drink, draws the attention of his flock to the corresponding duty of almsgiving. He tells them that, "whereas 20 years ago our Orphanages contained about 200 children, they now contain about 2,000, besides from 1,000 to 1,200 children in the workhouse and district school of the metropolis, for whom provision ought to be made. Added to this, the Inspector of the Local Government Board and some of the visiting Guardians had required that an infirmary should be built at Leyton house for the boys' infant school. If other objects of charity are wanting, his Eminence reminds them that "10,000 of the priests of Germany have lately been robbed of the living which the laws of their country explicitly secured to them in compensation for the spoliation of the past;" and he enjoins such of the "faithful" as seek a "dispensation" from the rigours of the Lenten Fast to send, in token of gratitude, their alms to the Vicar General at the Archbishop's house, to be "added to the collection now being made by certain of the laity in order to relieve the hard privations of the devoted and suffering clergy of Germany."

The following paragraph, from the *Pioneer*, is one of the most comical we have read for a long time. The Affridis have stopped our trade through the Kohat Pass, which lies within British Territory, and we allow them to keep the Pass shut, and congratulate ourselves on the result of our forbearance. Certainly, the Foreign Office has learnt to be content with small mercies:—"Our little affair with the Affridis seems likely to be settled without any more trouble. We may congratulate ourselves indeed upon our behaviour from the very first; for while nothing has been done violently, the respect paid us along the border will be enhanced tenfold. We have used no apparent force, and yet so great is our hold on these border tribes, that they must inevitably give in. Eschewing many proper names, the history of the disturbance becomes a very simple one. For some years we have been in the habit of paying the Affridis for the right of using the Khohat Pass, but has fallen out of repair. There was mending it; and we offered, through chiefs, to pay if the Affridis would work themselves. Nothing could all the other Affridi tribes, saving the same opinion. The dissenconcileable. They said we were their land, and by the agency migated all kinds of stupid ries, by ceaseless most of the

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whenever the state of the revenues permits, we concur. But beyond this we cannot go, either in condemning the duties, or in approving of Lord Salisbury's action. To inform the Government of India that, in the opinion of Her Majesty's Government, certain duties should be removed whenever the condition of the revenue permits it, as Lord Salisbury has hitherto been contented with doing, and to order the Government of India to remove those duties within a certain definite period, as he does in this despatch, are totally different matters—different as regards both the policy indicated, and the means adopted to promote it. In advising the Government of India that the duties are such as, in her Majesty's opinion should be removed, when the revenue allows it, Lord Salisbury leaves its discretion intact. The Government of India cannot, it may be, ignore the advice with propriety, but the application of the advice is contingent on its own views of time and circumstance. When, on the other hand, Lord Salisbury informs the Government of India that provision should be made for the entire removal of the duties within a fixed term of years, he not only requires it to act irrespectively of its own convictions, but demands from it a prescience altogether beyond its power. It is quite beyond the power of the Governor General, or the Council, to say within what term of years the state of the revenue may allow of the removal of these duties. It is as much as the ablest financier can do to forecast his income and expenditure from year to year. But Lord Salisbury requires him to budget for a much longer period. Then again, the behest of the Secretary of State leaves nothing to the discretion of the Local Government except the length of the period over which the abolition of the duties shall be spread. Legislate it must, and in a certain direction, if the despatch is to be obeyed. It may fix ten, fifty, or even a hundred years as the term within which the duties shall come to an end and that is something; but some definite term it is required to fix in language which leaves it no option. Now, it is evidently the function of the local Government, and not of the Secretary of State, to determine, not only how soon the duties shall be abolished, but whether they shall be abolished at all; and therefore it is plain that the Secretary of State, in this despatch, arrogates to himself a function of the local Government. He cannot, indeed, enforce his orders. Parliament not having invested him with legislative powers, but he can recall a recalcitrant Governor General, or goad him into resignation; and, as the Governor General's Council can be packed with equal ease, he can thus indirectly attain his ends. Nevertheless Parliament chooses to discountenance such a course. It is to Parliament, then, that the people of India must look to vindicate the independence of the local Government, and the present opportunity is an excellent one for obtaining from that body an emphatic condemnation of the plan of ruling India by telegraph.

BOMBAY.

Society for the Prevention of Cruelty to Animals.—The meeting which was advertised to be held this afternoon of the Society for the Prevention of Cruelty to Animals has been postponed to Wednesday next.

Mr. Havelock, Revenue Commissioner, S.D., who returned to Bombay from leave to England on Thursday, will not take up his appointment for a fortnight yet. He proceeds to Madras and the Neilgherries this week, and will afterwards return by rail to Poona.

The Suit against the Fort Trustees.—Owing to pressure upon our space, we are reluctantly compelled to hold over our report of the injunction motion made on behalf of Mr. J. A. Shepherd against the Fort Trustees of Bombay, which is at hearing before the Hon. Mr. Justice Green.

Assault.—A Seedee, named Moobaruk Mabrook, was yesterday sentenced to one month's hard labour in the Common Jail, by Mr. Nana Morojee, at the Fort Police Court, for assaulting a Parsee, named Nusserwanjee Adurjee, on the 19th instant, he being laid up in hospital from the effects of the assault up to yesterday. The defendant pleaded guilty to the charge.

The Unveiling of the Statue of Sir Cowasjee Jehanghier.—A correspondent, who does not give his name, notices the remark made in our report of the unveiling of the statue of Sir Cowasjee Jehanghier "that the absence of Parsee ladies was conspicuous," and adds that he thinks that invitations were with held from Parsee ladies by the Committee, in obedience to prejudices which should not have been entertained on that occasion. Whether this was the case or not we cannot say, but certainly Parsee ladies were not present, though doubtless many of them would have been very glad to have gone had they been asked.

The Elphinstone Theatre.—The play-going portion of the native public would feel gratified to see from our advertisement columns that the Parsee Elphinstone Dramatic Club reproduce to-night at their new theatre, their very attractive new play entitled "Chhel Batsoo and Mohina Rani," to be followed by a no less charming piece entitled "Leila and Majnoo." Both are founded on the romantic incidents of most thrilling love stories, the former being purely Indian, the latter of purely Persian, origin. The new dresses and scenery are costly and picturesque, and are alone worth going a long way to see and admire.

The Appeal in the Carting Agency Case.—At the Appeal Court yesterday, the Chief Justice and Mr. Justice Green presiding, Mr. Purcell, instructed by Messrs. Crawford, Lynch and Owen, on behalf of the respondent Cooverbai, widow of the late Dinshaw Shapoorjee Currance, moved for a postponement of the hearing of the appeal until the 17th November next. On the last application for a postponement, His Lordship the Chief Justice threw out a hint that he hoped the case would be settled. In deference to that suggestion the parties were now arranging for a settlement. Mr. Latham, instructed by Messrs. Rimington, Hore and Langley, on behalf of the appellant, Mr. Byramjee Nusservanjee Serval, consented to the postponement asked for. The Chief Justice remarked it was a very long postponement; but if the parties agreed to it, the Court had no objection to make. The application was thereupon granted.

The History of the Aryans.—A correspondent writes to us as follows:—On Tuesday last the learned Pandit, Dayanand Saraswati Swami, delivered an interesting and instructive lecture in the Town Hall on the history of the Aryans and their duties. The audience composed of all classes of the people, numbered more than 700. Amongst those who were present on the occasion were Mr. Justice Nanabhai Haridas, Mr. Bhai Jiwanjee, Dr. Sagaram Arjun, Dr. Anna Mooreswar Kunte, Mr. B. W. Kanbinde, Mr. Harechandra Chintamon and others. After the lecture was over, the chairman, Rao Bahadoor Nana Morojee, offered to the Swami presents consisting of a shawl and other suits which the latter thankfully declined to accept, and said that it would be out of his way if he accepted any presents for the performance of the duties which he owed to his fellow creatures. Mr Atmaram Bapoo Dalvie sought to press the Swami to accept the presents; but it was of no avail. The meeting was dissolved with a vote of thanks to the chairman.

Assault on Boardship.—Yesterday, at the Fort Police Court, before Mr. C. P. Cooper, a negro seaman, named John Smith, of the ship Bulwark, was charged with assaulting John Walter Thomson, the boatswain of that ship. The circumstances of the case, as adduced in evidence for the prosecution, are briefly these. It appears the defendant, with the rest of the crew, was taking in stone ballast on board their ship. The defendant was at the ballast port handing the stone ballast in, when the boatswain told the defendant to hurry on with the work that it might be finished before 6 o'clock, at which defendant got out of temper and laid hold of the boatswain by the collar of his shirt and attempted to throw him down the hold of the ship, which at that part contained coals, and the boatswain was released from the hold of the defendant by the captain and one of the officers of that ship coming to his assistance. The defendant admitted that he laid hold of the boatswain in the heat of temper. His Worship in disposing of the case remarked that the defendant committed a serious breach of discipline on board his ship, and would have to convict him upon the evidence adduced, and sentenced him to one week's hard labour in the House of Correction and to be sent on board at the expiration of that term of imprisonment.

Khelat.—In continuation of the information conveyed in our issue of the 11th instant, we hear that the Khan of Khelat's troops, to the number of 1,200, under his naibs, from daddar and Bagh, came into collision with the Brahoe Sirdar's Force which had at first retired into the Hills. It now appears that the object of this movement on the part of the Sirdars was to enable them to place their families and flocks in safety. Having effected this thing they returned to oppose the furance of the Khan's forces. A desultory fight ulting in 14 killed and about 20 wounded on e Khan, while on the side of the Brahoe man was killed, and a few wounded. Khan had decidedly the worst of it, it is said the Naibs have again retir-

...IOUS ASSAULT BY ...CITOR.

...yne, the solicitor, who ...Jejal Hospital two ..., that he had been ...aster, but who was ..., returned to the hospital ...again yesterday without ...ully examined yesterday ...nothing could be found to ... suffering from hæmorrhage

...INE SERVICES.

...DIST EPISCOPAL CHURCH. ...will be held at the following places during the ... Hall, Byculla: Forbes Street, Fort; and at ...nday, 11 a.m. and 6 p.m.; Monday, 7.30 p.m. ...m.—All persons are cordially invited.

...LSION'S IN TEETHING.—None but an... ...ers know the worry of "Teething Time," and the ...se no more innocent help than Mrs. Johnson's Soothing Syrup, which, by lending the infant's Gums, relieves the pain ...ents come in. Free from any Narcotic. None ...s without the name of "Barclay & Sons, Farringdon street, ...on," is on the stamp. Sold by all Chemists, at 2s. 9d. ...ttle.—Agents: THACKER & Co., Bombay.

CONCERT AT THE TOWN HALL.

We are happy to be able to state that Mdlle. Olga Dubois has arranged to give her next Concert, which will also be her last in Bombay, on Wednesday next, not Tuesday as announced. The advertisement in another column promises songs, part songs and organ solos, which, together with the piano recitations by Mdlle. Dubois will make this Concert particularly attractive. H. E. the Governor has given his patronage, and there can be little doubt that society in Bombay will follow His Excellency's example, and that this accomplished pianiste will meet with the support she well deserves.

THE BOMBAY FERRIES' ACT.

LETTER BY THE CHAMBER OF COMMERCE.

Chamber Commerce, Bombay, 22nd March 1876.

To the Secretary of the Council of His Excellency the Governor of Bombay for making Laws and Regulations.

Sir,—I have the honor to inform you that the Committee of the Chamber of Commerce have just been favoured with a perusal of the statement of Objects and Reasons of the Bill No. 6, of 1875, entitled a Bill to amend Bombay Act II. of 1868, and of the bill itself which they understand comes on for second reading at the meeting of the Council to be held to morrow. The Committee respectfully submit that an important measure of the description affecting seriously the coasting trade should, in the public interests, have been forwarded to the Chamber for its opinion before the bill was introduced into the Legislative Council. As the shortness of the interval, however, precludes the possibility of the opinion of the Chamber being taken on the provisions of the bill, the Committee desire to express their opinion on some of the more prominently objectionable clauses, and they request you will be so good as to submit it to His Excellency the Governor and to the Legislative Council, when the bill is brought forward.

With regard to the statement of Objects and Reasons the Committee direct me to say that these are objectionable inasmuch as the present Ferries' Act is already too ample and its extension would interfere with the coasting trade. They consider that the Ferries' Act should not, so far as Bombay is concerned, extend to any place beyond the limits of the harbour, nor to any place along the coast, for the result of the monopoly would be that it would most unjustly interfere with or drive away from coasting voyages every small steamer passing over the ferry line. A ferry is generally understood to be a line of communication between places situated on the bank or shore of any river, creek, or harbour, the distance between which is short. The distance, however, from Bombay to Bankote is between 60 and 70 miles, and the establishment of a ferry monopoly between those places is open to the further objection that the latter town is on the coast; that it is nearly half way to Ratnagherry; and that it forms part of the direct line of the coasting trade between Bombay and the southern ports. The distance from Bombay to Bankote is about the same as the distance between Holyhead and Kingstown, between which places steamers are constantly plying; but Her Majesty's Government has never ventured to introduce a law favouring any company or individual with a monopoly of that line of communication, nor would any such law be tolerated by the English people.

With regard to the bill itself the Committee desire to submit the following suggestions and modifications:—

Section II. para. 1. The Committee beg to suggest that the words "arm of the sea or sea," in the second last line of this paragraph be omitted. They consider it unnecessary, as they have already observed, that the Ferries' Act should be extended beyond the limits of the harbour, or that a ferry should be established by law which would interfere in any way with the coasting trade.

Section III. The Committee beg to suggest that the proposed addition embraced in this section be omitted, as there does not appear to be any good reason why a Government servant should be exempt from the payment of the toll. In the public interests, the Committee desire to protest against any such exemption given by law to the ferryman, as by so doing one class is entitled upon the ferry steamer, in having to carry "free" passengers must be made up to him out of increased tolls levied on those who pay. The establishment of ferries in proper places, and within reasonable limits, is doubtless a great convenience to the public, ensuring speedy and regular communication, but in return for the complete monopoly of the line of communication given by law to the ferryman, the public are entitled to the advantage of having the tolls fixed at the lowest possible rates. By section 3 of Act II. of 1868, the following persons are also exempt from payment of tolls.

(a.) Any soldier in uniform on duty.

(b) Any Police officer in uniform on duty.

(c.) Any person in custody of the Police.

And in addition to all these the Committee have learned with a surprise that, under arrangements with Government, the contractor is bound to carry free of charge all Government Treasure, and persons in charge of the same; that Post Office servants travelling on duty, all Government Peons, Bhangies, and expresses; and all Government servants wearing badges together with the bag[illegible] any of all such persons. The effect of all these exceptions is that for the benefit of certain departments of the State, Government officials and their servants the public is deprived of the advantage of securing maximum rates of tolls for carrying passengers, cattle and merchandize over the public ferries; and hardship and injustice are thereby inflicted, particularly on the poorer classes.

The Committee, however, would respectfully suggest, for the consideration of His Excellency, whether a similar system to that adopted by railway companies regarding officers, soldiers and others travelling at Government expense might not, with advantage, be made applicable to public ferries. Officers are allowed to travel 1st class for the 2nd class railway fare and soldiers and others 2nd class for the 3rd class fare, and they have certain allowances in the matter of baggage, &c.

Section IV., para. 3. The Committee suggest that the words "three miles" in the 6th and 7th lines of paragraph should be altered to "two miles." This would, they think, conduce to the public convenience.

Section V. The Committee suggest that the blank in the 7th line of section 14 as proposed to be inserted after section 14 of Act II. of 1868, be filled up by the insertion of the words "one mile," which they think should be the extreme distance from a bridge at which a toll is leviable within which distance the penalty should be imposed.—I have, &c.

J. Gordon, Secretary.

THE EAST INDIAN RAILWAY AND THE GREAT INDIAN PENINSULA RAILWAY.

Railways.—G. I. P. Railway—Working and Traffic.

No. 240 of 1876.

P. W. Department, Railway.

Bombay Castle, 26th February 1876.

Read again Government of India's memorandum No. 2754 R., dated 17th November 1875, and enclosed Despatch from the Secretary of State for India, No. 85 of 1875.

Read also Government Resolution No 1374 of 1875.

Read also Government of India's Resolution No. 131 R., dated 13th January 1876.

Read also Government Resolution No. 102 of 1876.

Report by the Consulting Engineer for Railways, dated 12th February 1876, on the Despatch of the Secretary of State for India, No. 85 of 1875.

Resolution.—This report should be forwarded to the Secretary of State, and the Government of India. In the opinion of this Government, it deals fairly and satisfactorily with the questions discussed, and shows that the general management of the Great Indian Peninsula Railway is neither extravagant nor inefficient as compared with the management of the East Indian Railway: it also shows that there has been improvement both in the amount of traffic and in reduction of cost of working in the past year.

2. This report deals in detail with nearly all the points raised in paras. 1 and 8 of the Government of India's No. 131 R. dated the 13th January last, and accounts for the passenger and goods traffic on the Great Indian Peninsula Railway being smaller than that on the East Indian Railway, for the every sufficient reason that the districts traversed by the former are only about one-third as populous or as productive as the districts served by the latter; while, at the same time, the characters of the two lines, as engineering works, are very different—the Great Indian Peninsula passing over hilly or undulating country, involving sharp curves and heavy gradients independent of the two great ghat barriers; while the East Indian has fewer and easy curves, and is, for the most part, on what may be regarded as a dead level.

3. The report also notices prominently that the passenger train mileage on the Great Indian Peninsula is augmented by the necessity which is imposed on the Company by Government of providing a fast mail service.

4. It is, no doubt, right and proper that the mail service in this country should be well and promptly performed, and that there should be a fairly rapid and convenient passenger traffic between Bombay and Calcutta, Madras, and the North-West Provinces, &c; and this Government do not desire to see any alteration made by which the existing facilities would be lessened, but it is quite clear that the service, as now arranged, tends to enhance the unprofitable train mileage, and it has already been suggested to the Government of India, (*vide* this Government's letter No. 1376, dated 6th October 1874), that relief in this respect might be afforded by running limited mail trains, the expenses of which would be borne partly by the Postal Department. If this be not done, the only other alternative, with the object of reducing train mileage, is to lower the speed of the mail trains, and reduce the number of local trains. To such an arrangement this Government would have no strong objection to offer, but they are not so deeply interested in the matter as the Government of India and the local Governments and Administrations in North-East and South-East India are.

5. The principal causes of the low train loads on the Great Indian Peninsula, and the small average freight loads in trains and vehicles, as compared with the East Indian Railway, appear to be:—

1st.—The low maximum load for engines imposed by the Great Indian Peninsula gradients.

2nd.—The character of the rolling stock.

3rd, and chiefly the great disparity between the up and down traffic.

6. The 1st is irremediable; the 2nd will cease to operate as renewals of stock take place, and efforts to secure the 3rd are now being made by reductions of rates, in view to develop trade and attract the small amount of road traffic that now competes with the Railway.

7. The more economical working of the ghats is a subject that has for long attracted the attention of this Government as well as that of the Railway Company, and it offers considerable difficulties, for the safety of the travelling public is the first consideration. The question is one of the most ready and effective application of brake power to passenger vehicles, so that special ghat brake vans may be dispensed with. The Board of Directors of the Company have long had this subject under their consideration; in the mean time, the only palliative that offers is to carry 3rd class passengers in the ghat brake vans, and this is now done, though it is an arrangement which causes some inconvenience to the passengers who have to change vehicles in ascending or descending the ghat.

The Consulting Engineer explains that statistical information supplied to the Agent would be useless for the purpose of regulating the distribution of waggon stock for traffic purposes, though it might be useful to show subsequently whether the work has been done well or ill. Such distribution must be left to the traffic staff, who receive the telegraphic information from stations as to the demands of the traffic and the movement of stock, and act promptly in accordance with this information.

9. The coal question is dealt with at some length by the Consulting Engineer. The relative cost of fuel has a most important bearing on the cost of working the traffic on the two lines of railway under consideration. The East Indian has the advantage of an indigenous supply of coal of excellent quality, while the Great Indian Peninsula has to use chiefly imported coal, and its unfavorable character as gradients tells with double force, for not only is fuel more expensive on the Great Indian Peninsula, but the train loads must necessarily be less. It is, however, hoped that the more extensive use of Indian coal, which will shortly be practicable, will have a marked effect in reducing working charges, and to this point the Consulting Engineer has been directed to turn his particular attention.

10. The state of the case, as far as it is dealt with in these papers, appears to be fairly summed up in the Consulting Engineer's 22nd para. and the Government generally concur in the conclusions therein arrived at.

11. The Consulting Engineer has been directed to report specifically on the several points in the Government of India's No. 131 R., on which definite explanation is called for. There are, no doubt, many points in the management which require looking into, and in regard to which improvements are needed, and should be effected. But, before these particular questions can be dealt with, the reports of the Agent and of the heads of the different Railway Departments must be awaited.

12. In the opinion, however, of this Government the benefit that is likely to accrue from this discussion will be due not so much to the detailed and laborious examination of figures which a past transactions, as to the attention that has been drawn to results obtained on the several lines. It has been shown by the Consulting Engineer that the recent operations of the Great Indian Peninsula Railway have been more successful than during the periods to which the Despatch refers, and that, making all needful allowances for difference of circumstances, the management of this Railway does not now compare unfavorably on the whole with that of the East Indian. His Excellency in Council trusts that a healthy spirit of emulation will induce renewed efforts on the part of the Chief Officers of the Company to secure still better results in the future.

M. K. KENNEDY, Major-General, R. E., Secretary to Government.

Report by the Consulting Engineer for Railways, Bombay, on the Despatch of Her Majesty's Principal Secretary of State for India to the Government of India, No. 85, dated 30th August 1875, on the subject of the cost of Working Traffic on the Great Indian Railway submitted in accordance with Bombay Government, Resolution No. 1374, dated 30th November 1875.

It would appear to be the opinion of the Secretary of State that the management of the East Indian Railway, though not by any means perfect, is, on the whole, far superior to that of the Great Indian Peninsula Railway; and that on the latter line sufficient attention has not been paid by the local officers, including those of the Consulting Engineer's Department, to the introduction of reforms tending to economy. This opinion is based chiefly on a comparison instituted between the working results of the Railways during the two half years ending 1st December 1873 and 1874. The length of the Great Indian Peninsula Railway, 1,278 miles, being almost identical with that of the East Indian Railway, 1,280 miles (excluding the Jubalpur branch), it is shown that in the second half of 1873, the East Indian Railway, for about the same outlay, carried nearly double the passenger and three and a half times the goods traffic of the Great Indian Peninsula line, and in the second half of 1874, for the same per cent. less outlay, one and a quarter times the passenger traffic, and three times the quantity of goods. Certain statistics are quoted as indicating laxity and extravagance in the management on the Great Indian Peninsula Railway, and a general opinion is expressed that there are no special causes of expense sufficient to justify more than a small part of the actual additional outlay on the Great Indian Peninsula Railway, when its expenditure is compared with that of the East Indian line.

2. The accounts of the two Railways for the first half of 1875 are now available. During that half year, the traffic of the two lines was:—

East Indian Railway.	Millions.
Passengers carried one mile	263¾
Goods ton miles	210¼
Great Indian Peninsula Railway.	
Passengers carried one mile	140⅜
Goods ton miles	141

The total expenditure being—

	Lakhs.
East Indian Railway	554
Great Indian Peninsula Railway	60

That is to say, for 9 per cent. less outlay, the East Indian Railway carried 85 per cent. more passenger traffic and one and a half times the quantity of goods.

These figures are far more favourable to the Great Indian Peninsula Railway than those quoted for the second halves of 1873-74. For an increase of expenditure of 5 per cent. (24 lakhs) only, the Great Indian Peninsula Railway carried in the first half of 1875 about 10 per cent. more passengers than in the 2nd half of 1874, and double the quantity of goods; while four millions of passenger miles and eleven million ton miles of goods were carried in excess of the traffic of the first half of 1874 for a total expenditure less by two lakhs.

3. The average goods per ton mile on the Great Indian Peninsula Railway in the second half of 1874, of passengers and freight taken together, was 12·4 pies; and in the first half of 1875, 7·2 pies only: and if this rate of improvement were maintained, the average on the same traffic as the East Indian Railway had in the first half of 1875 would be 4·9 pies per ton mile only, that of the East Indian being 4·7 pies. But, although the first half of 1875 exhibits the best results yet obtained on the Great Indian Peninsula Railway, still the amount of traffic conveyed by it in that half year was very much less than the amount conveyed by the East Indian Railway, and the cost of transport much greater in proportion to the work performed, and the causes of this difference demand explanation.

4. The average population of the districts served by the Great Indian Peninsula Railway is approximately as under:

		Per square mile.
Bombay Presidency.	Tanna	209
	Poona	183
	Nasik	91
	Khandesh	101
	Ahmednagar	116
	Sholapur	170
	Berars	135
Central Provinces.	Wurdha	145
	Nagpur	172
	Nimar	70
	Hoshungabad	128
	Nerbudda	175
	Jabalpur	145
	Hyderabad	Not known, but country thinly populated.

The population of some of the chief towns:—

Poona	90,000	Kundwah	14,000
Sholapur	53,000	Hoshungabad	11,000
Nasik	23,000	Jabalpur	55,000
Boorhanpur	29,000		

Bombay Town and Island contains 644,000 in an area of 22 square miles.

5. Contrast these with the following figures showing the population of the districts traversed by the East Indian Railway:—

	Per square mile.
Hooghly	1,045
Patna	742
Burdwan	578
Moorshedabad	525
Bheerbhoom	518
Mongheer	463
Bhagalpore	422
Shahbad	393
Bancorrah	391
Sonthal Perganas	229
Mhuribhoom	203
Hasseerabagh	110
Benares	797
Gazeepur	6·4
Mutra	596
Agra	549
Meerut	508
Allahabad	504
Cawnpore	502
Allygarh	498
Fottypur	431
Mynpooree	420
Boolmedshur	469
Stawal	384
Mirzapore	203

And of the following chief towns:—

Patna	300,000
Benares	200,000
Mirzapore	80,000
Allahabad	105,000
Cawnpur	110,000
Agra	150,000
Delhi	160,000

The population of Calcutta and its environs is stated at 892,000.

6. Excluding the Presidency Towns, it may be stated in round terms that the country served by the East Indian Railway is three times as densely populated as that served by the Great Indian Peninsula line.

7. The districts traversed by the Great Indian Peninsula Railway as above yield about 190 lakhs per annum land revenue. Those traversed by the East Indian Railway may be taken at a rough, but not an exact rate, estimate, at yielding three times that revenue. The East Indian Railway has to compete with water carriage throughout its course; while the Great Indian Peninsula Railway has no competition, and this must be duly taken into account; but, so far as compared with the East Indian, the management of the Great Indian Peninsula must surely be admitted to have been fairly successful in the first half of 1875, during which period, having to deal with a population only one-third as large, and a country only one-third as productive, with its mineral resources as yet undeveloped, it carried more than half as much passenger traffic and two-thirds of the amount of goods traffic.

8. If we now turn to the earnings of the two lines in the first half of 1875, it will be observed that the Great Indian Peninsula Railway Company carried their passengers at an average charge of 3·3 pies per head per mile, and the East Indian Railway Company at 3·02 pies and that the average rate per ton per mile for goods was 12·668 pies on the Great Indian Peninsula, and 8·01 pies on the East Indian Railway, the general result being that the Great Indian Peninsula with less traffic earned—

	Lakhs.
Passengers	26½
Goods	101¼
Minerals	...
	127¾

As compared with the East Indian Railway—

Passengers	45½
Goods	79
Minerals	13½
	138

This excludes troops, military stores and miscellaneous earnings.

9. It will be observed that the difference in the average passenger fare is but slight. The East Indian Railway Company have to deal with a dense but very poor population. The Great Indian Peninsula with a scanty population also very poor, but in receipt generally of a higher rate of wages than prevails along the East Indian Railway. On both lines, but especially on the East Indian Railway, the fare ought to be kept very low to be within the reach of the masses. On the Great Indian Peninsula Railway a reduction has just been made, and the lowest fare is now 2¼ pies throughout the line, with return tickets at 1⅞ fares.

10. As regards goods rates the low charges on the East Indian Railway have evidently been forced on the Company by the water

cial appliances for working; the complete provision for locomotive repairs; the superior construction and capacity of the waggon stock; the possession of an unlimited supply of cheap fuel; the existence of good road feeders; the lower rate of wages; the moderate rainfall; the superior character of the material used in earth-work; the larger traffic; the fact that the traffic is more evenly distributed over the whole year than that of the Great Indian Peninsula, and the disparity between up and down traffic less.

8th.—That comprising the working results of the second halves of 1873 and 1874 with those of the first half of 1875, it is proved beyond dispute that independently of the above advantages, the apparent economy of the East Indian Railway, as compared with the Great Indian Peninsula Railway, is mainly to be accounted for by it, larger traffic, and were the traffic on the two lines equals the difference in the cost of working each would almost disappear.

9th.—That the cost of the passenger service on the Great Indian Peninsula Railway is seriously augmented by the conditions imposed in respect to the carriage of mails in fast trains; that but for the mail service the passenger train mileage could be very materially reduced; that the suggestions made in the Despatch to increase the number of mixed trains cannot be acted upon to any large extent under the existing conditions of the mail service and passenger traffic; that in fact there are three conditions to be satisfied in respect to the passenger service, viz.:—

(a) Rapid transit of mails.
(b) Convenience and comfort of passengers and the development of traffic.
(c) Economical working.

And that at present the first two cannot be fulfilled without sacrificing the third.

10th.—That the disparity of the up and down traffic seriously enhances the cost of the goods train service; that the low average loads in vehicles are, in so far as they are not due to want of strength or capacity of waggon stock, mainly accounted for by this disparity.

11th.—That as the traffic generally increases, larger average vehicle loads will be obtained, as has been the case in the first half of 1875; but that so long as the disparity in up and down traffic exists, there must be a large amount of empty running, which the most careful management cannot prevent.

12th.—That no just conclusion can be drawn as to the relative efficiency and economy of the Great Indian Peninsula and East Indian Railway administrations, unless all these considerations, and possibly others which may have been overlooked, are duly weighed; and that many of them have not been noticed at all in the Despatch which is the subject of this report.

28. The considerations of the following questions may now be proceeded with:—

Cost of fuel.

As regards Nerbudda coal, it will be sufficient to state that the Railway Company take every pound the Manager of the mine can give them, and that during 1874 and 1875, with a view to encourage the Coal Company to increase their output, have been paying enhanced prices for increased supplies as under;—

Up to 200 tons a week	... ...	Rs. 9 per ton.
Over 200 tons and up to 350	...	„ 12 „
Over 350 tons	...	„ 15 „

As regards Bengal coal, the existing offer of the East Indian Railway Company is to carry it to Jabalpore at one-fifth pie per maund per mile, or provided the Great Indian Peninsula Railway Company will take not less than 7,500 tons per half year at one-sixth pie per maund per mile. On the 18th September 1875, the Agent was furnished by the Consulting Engineer with a table in which the approximate price of Bengal, Nerbudda, and English coal in each locomotive district allowing for cost of carriage was worked out. The figures were, of course, susceptible of variation according to the relative working value placed on the coal, and the rate assumed per cost of carriage. The Consulting Engineer assumed English coal to be 25 per cent. more effective than Nerbudda or Bengal coal which recent experiments show to have been far too high as regards Bengal coal much of which seems to be equal and even superior to Welsh; and he assumed carriage to cost 4 pie per ton per mile, which the Auditor-General says is what low; but the result of the calculation was to show that with English coal at the rates then prevailing (Rs. 25 a ton in Bombay) and Nerbudda coal at the then existing contract rates, it would answer the Company to work the section from Jabalpur to Garawarra with Bengal coal exclusively, until the amount obtained from Mopani or Warora sufficed to supply all the rest of the North East line as far up as Sohjpoore, the summit of the Thul Ghaut that then and not till then Mopani coal might be used instead of Bengal. East of Garawarra, but that at the rates assumed it would not pay to use Bengal coal now or at any time west of Garawarra.

The Agent has since, it is understood, called upon the Locomotive Department to make an accurate calculation on the same principle, which may lead to a modification of the conclusions above referred to. But the consumption of coal in the Jabalpur and Garawarra district being nearly 3,000 tons per annum, it is not clear why the Agent has not arranged to purchase at least that quantity at Jabalpur from the East Indian Railway Company instead of only taking 2,062 tons in the year ending November 1875, and his explanation on that point is necessary.

Cost of Working Ghaut inclines.

24. Passenger trains are worked up and down the Ghauts with one or two large engines in front and four brakes in the rear or front as the case may be. In the case of goods trains, if the load requires it, the second engine is placed in rear in ascending; and in descending both engines in front, three heavy brake vans are also attached to ascending and descending trains, in the same manner as in the passenger trains.

The Consulting Engineer considers that a pushing engine might be used with safety with passenger trains but as some of the Company's officers are of a different opinion, he has not pressed for this change, and the matter has been referred to the Company's Consulting Engineer. It has to be borne in mind that, although whenever two engines have to be used, placing an engine in rear would do away with the necessity for brake vans, the Ghaut brakes are now fitted up as 3rd class carriages, and passengers are transferred above and below Ghauts, the train being lightened by a corresponding number of carriages. This is inconvenient for passengers, but little would be gained in point of economy by using a pushing engine; in fact, it is not clear that the working cost can be much reduced in the matter of application of brake power either with passenger or goods trains, until some approved system is introduced of braking the carriages and waggons as well as abolishing the necessity for using separate brake vans at all. The maintenance of the Ghaut is rendered in the opinion of the Consulting Engineer, unnecessarily expensive by the practice of sanding the rails in certain portions of the incline previous to the passage of each descending train. This has been done by way of precaution since the serious accidents with run-away trains in 1867-68; but the rails suffer greatly from it, and now that safety sidings have been multiplied it might be discontinued.

High rates paid for Wages.

25. On this subject it does not appear necessary to say much, as it has been forcibly alluded to in the first report of the Agent and Auditor, No 2 of 11th January 1875, and in the London Board's reply, No. 2 of 19th February 1875. The rate of wages in the districts of the Bombay Presidency is higher than in Bengal and the N. W. Provinces from causes connected with population and price of food which need not be here explained. In the Presidency town of Bombay the price of labour, both skilled and unskilled, has perhaps hardly yet fallen to its normal figure, but it is not likely to go much lower. The employment of native artificers in place of Europeans more than all the introduction of a system of payments by results, are bringing about a reduction in cost of work; but a pretty vigorous opposition must be counted upon on the part of the employed, to both these measures. There is a dark side to the practice of substituting Native for European skilled labour, to which it is only necessary to make a passing allusion.

The amount of fixed charges for Establishment.

26. This is a branch of Railway expenditure in which the control of the Consulting Engineer can be directly exerted; and some years ago a system was inaugurated in Bombay which has since, under the orders of the Government of India, been introduced generally, of bringing all establishment charges under review, and sanctioning them afresh in detail every half year. The cost of establishments on the Great Indian Peninsula and East Indian Railways in the first half of 1875 is given below. It is to be borne in mind that as shown in para. 15, the East Indian Railway did 50 per cent. more effective work than the Great Indian Peninsula Railway.

	Great Indian Peninsula Railway.	East Indian Railway.
General Charges.	Rs.	Rs.
1. Home expenditure ...	45,177	58,804
2. Agent's Office... ...	32 643	69,101
3. Audit and accounts ...	77,570	1,04,142
4. Cashiers...	17 766	408 96
5. Stores	46.474	71 736
6. Medical	28,294	47,807
7. Rents, &c.	40,904	47,523
8. Police	79,596	61,764
9. Telegraph, salaries, maintenance, &c.....	1,18,452	1,87,241
	4,82,976	6,88,520
Deduct—		
Value of stores returned...	.....	12,886
	4,85,976	6,69,624

The East Indian Railway under these heads therefore spent 38 per cent. more than the Great Indian Peninsula Railway.

	Great Indian Peninsula Railway. Rs.	East Indian Railway. Rs.
Traffic Expenses.		
1. General superintendence ...	87,962	1,48,663
2. Station masters, clerks, signal men...	3,31,786	7,81,135
3. Guards and allowances ...	2,42,090	1,82,200
4. Fires, lights, water and general stores for stations and offices...	73,330	57,912
5. Stores, clothing, mileage of foreign stores, and miscellaneous...	1,90,099	1,64,760
	9,25,269	12,84,672

The East India Railway under these heads spent 39 per cent. more than the Great Indian Peninsula Railway.

If allowance be made for the relative disadvantage that arises from the smaller total traffic on the Great Indian Peninsula Railway, it would seem that under the foregoing heads the comparison is, on the whole, rather in favour of the Great Indian Peninsula line.

Locomotive Expenses.

These compare as follows *per grain mile*—

	Great Indian Peninsula Railway. Rs.	East Indian Railway. Rs.
1. Locomotive Superintendent, assistants, allowances, and offices	·858	·923
2. Drivers, firemen and allowances	2·562	2·734
3. Labour connected with fueling &c.	·447	·181
4. Fuel	7·405	1·346
5. Water	·273	·156
6. Oil, tallow, &c.	·464	·383
7. Maintenance and renewal, locomotive expenses and machinery	2·637	2·443
8. Less in stores concerning do.	0·44	·100
Total.....	14·687	8·336
Total deducting cost of fuel ...	7·282	6·99

Now let it be remembered—

1. That the charges on the East Indian Railway are distributed over 19 per cent. more train mileage than on the Great Indian Peninsula Railway;

2. That the head quarter establishment of the East Indian Railway is distributed over the Jabalpore branch also;

3. That labour costs less on the East Indian Railway.

4. That watering costs less on the East Indian Railway, the water being near the surface (on the East Indian Company's Jabalpur line the super train mile is 346 as.);

5. That oil and tallow are more expensive on the Great Indian Peninsula Railway than on the East Indian, which is supplied from the Company's factory;

6. That the appliances for repairs on the East Indian are very superior to those on the Great Indian Peninsula; and it will be admitted that in the Locomotive Department also, excluding fuel, the comparison is rather in favour of the Great Indian Peninsula Railway.

Carriage and Waggon Expenses.

These compare as follows *per train mile*:—

	Great Indian Peninsula Railway. Rs.	East Indian Railway. Rs.
1. Superintendence	·211	·236
2. Coaching vehicles...	·684	·702
3. Goods vehicles	2·619	2·016
4. Labour including wages of oilers, examiners, oil, grease, and miscellaneous...	·673	·188
	4·187	3 142
Less Credit... ...	.....	·053
	4·187	3 109

Here the comparison is in favour of the East Indian Railway under head 3, as might be expected from the superior character of the waggons. The difference in the figures under head 4 is probably to be accounted for in part by some difference in mode of distributing charges. In cost of superintendence the Great Indian Peninsula Railway has the advantage.

Maintenance.

The charges compare as under *per Open mile*:—

	Great Indian Peninsula Railway. Rs.	East Indian Railway. Rs.
1. Engineering superintendence and offices	121·31	127·15
2. Permanent way { Wages	200·93	111 51
Materials.	340·28	292·85
3. Bridges and tunnels ...	76·46	12·92
4. Earth-work roads, fencing, maintenance by contract ...	46·34	152·09
5. Buildings, including staff quarters...	51·08	72·84
6. Tools, plant, loss on stores, repairs of ballast waggons, and minor works	14·29	21·79
Total.....	851	792
Deduct Stores returned ..	...	73
	851	719

Per train mile the total charge is As. 10·05 3 on the Great Indian Peninsula against As. 7·813 on the East Indian Railway, but much of the maintenance work on a Railway is independent of traffic, and of course much depends on the manner in which the road is maintained; in the opinion of Lieutenant-Colonel White, R. E., who has recently been over a considerable portion of the East Indian Railway, the maintenance there is not up to the Great Indian Peninsula Railway standard. Circumstances which tend to swell the cost of maintenance in the Great Indian Peninsula have been referred to in a previous part of this report, and there is nothing in the above figures to lead to the belief that there has been any waste or extravagance in the Engineering Department.

Special and Miscellaneous Charges.

	Great Indian Peninsula Railway.	East Indian Railway.
Law charges, compensation, &c., total cost	Rs. 20,251	Rs. 98,043

27. The first half of 1875 has been selected as the period for comparison with the two Railways, because the traffic of the lines has approximated in that half year more closely than in previous half years, and it is very desirable to show how great an effect increased traffic has in reducing the weight of fixed charges; while it is but fair, that before judgment is passed on the Great Indian Peninsula Railway management, it should be shown not only what they worked at in unfavourable half years but what they have worked at in their best, and what their performance would be with a still large traffic.

28. It may appear that in this report the Consulting Engineer has taken up too much the position of an advocate for the defence of the Great Indian Peninsula Railway, but this is because the criticism to which he has had to reply consists chiefly of a comparison between the East Indian and Great Indian Peninsula Railways, in which many essential considerations appear to have been overlooked. On the other hand, he may have been betrayed into error by his want of acquaintance with the East Indian line; while he is far from supposing that the administration of the Great Indian Peninsula Railway does not call for improvement, of that such improvements are without their value. On the contrary, he believes that the benefit of past criticism is apparent in the improved management of the Great Indian Peninsular Railway during 1875 as it has drawn attention to weak points and led to closer scrutiny of details. The Consulting Engineer can, however, bear testimony to the general capability of the Company's Indian staff, and as it is the Traffic Department, the efficiency of which has been mainly called in question in this Despatch, and as the Consulting Engineer has expressed views adverse to hold by Mr. Conder in respect to reductions in rates, he would especially desire to record his appreciation of Mr. Conder's abilities as a Traffic Manager, and to testify to his entire devotion to his work.

29. As regards the question of amalgamating certain offices touched upon in the 27th para. of the Depatch, Government are already aware that the Consulting Engineer entertains the opinion that an amalgamation of the head offices of the two Bombay Railways would be practicable and economical. He is also of opinion that a consolidation of the account offices, including that of the Government Examiner, might, with the co-operation of the London Boards be eventually effected.

H. F. HANCOCK, Lieut-Colonel, R. E.
Consulting Engineer for Railways.

Railway Consulting Engineer's Department,
Bombay, 13th February 1876.

A SAFE "CRITERION."—To the rambling as well as the resident Scotsman in London, the knowledge of where to go to get the best creature comforts is not quite so unimportant as many may fancy. We have been in the habit of making ourselves believe that our English brethren are more epicurean than ourselves. The story goes that the prayer of the Englishman was for a good dinner, that he might be hearty and comfortable; the prayer of the Irishman that he might have a pistol wherewith to shoot landlords; while the Scotchman prayed, "O Lord, tak' everything free everybody, and gie it a' to me." The humour is evidently English. At any rate, in this instance, Englishmen are let most easily down. But a very brief perusal of "International" intercourse is sufficient to demonstrate to all concerned that the Englishman is not so gluttonous, the Irishman not so bloodthirsty, the Scotchman not so grasping, as is popularly believed. At all events, we very soon assimilate ourselves to London tastes; the result is that we are not long in becoming as the Cockney in looking after the good things of this life. Johnson's somewhat cruel definition of the word "oats"—that it was food for men in Scotland, and horses in England—was well retorted upon by the exclamation—"Aye! and where will you find such men—and where such horses?" (Since then it may be added parenthetically, we have so much improved the breed of our Clydesdales, that now we might, without much impropriety, claim the horses as our own as the men!) Our great safeguard—our Safe Criterion—is that we can put up with either boiled oatmeal or boiled beef; with toasted oat-cakes as well as with roasted joints. The boiled beef and the roasted joints may not always be handy. The oatmeal generally is.

To the firm of Spiers and Pond must be given the credit of giving a great fillip to modern English gastronomy. They began with London railway stations, and now they are going on with London itself. It was well rendered by our Glasgow correspondent, in the Specimen number of this Journal, when he gave vent to his wish that Spiers and Pond had the catering at the Glasgow railway stations (they have but one at present—the pokey little hole at Queen Street). The railway refreshment system within Glasgow, says our correspondent, is a disgrace to a city of such wealth and importance; and the stations require at once concentration and accommodation. We shall soon have a really good one at Gordon Street; but, on the whole, consid-ring the gigantic advance which the shares of the Caledonian and North British have recently made, there is, in this refreshment matter, a great deal too much tightness about the breeches' pockets.

We have been in the habit of taking our gastronomic as well as our other pleasures, sadly. And not only sadly, but among sawdust. Why the proverbial peck of dirt should have been swallowed every week, instead of during a lifetime, was never very plain to reasoning minds. Nevertheless, our fathers did it. Take "The Criterion," in Piccadilly—one of the most remarkable buildings at the West End—any afternoon in the week. There you will find a dinner served, not only in the most comfortable, but in most sumptuous manner, and at a price far below that paid by our fathers for sitting in a stuffy coffee-room, or still more stuffy public-house, and partaking of the most stuffy and indigestible viands it was possible for the stomach of man to receive. At "The Criterion" a party of five may dine, or a party of five hundred. And the five hundred will be as comfortably bestowed as the five, and the five as the five hundred. While upstairs, in a huge dining hall—decorated to an extent that has hitherto been almost unknown in private enterprise—there is, for about three hours every evening, a *table d'hote* which, for price and detail, fairly puts the Hotel du Louvre, and even the Grand Hotel of Paris, into the shade. Several hundreds of ladies and gentlemen, arranged at separate tables, are roomily seated at one and the same time. There is no bustle, no noise, no crowding. The dining goes on with the regularity of clock-work; and if comfort can add to the appetite which good digestion is wished to wait on, it is to be had at "The Criterion."

It is gratifying to be able to state that the spirited proprietors, Spiers and Pond, are receiving that amount of patronage to which their unflagging enterprise fairly entitles them. Little more than two years have elapsed since "The Criterion" was opened to the public, and already it is one of the sights of London. Scotsmen, then, in search of a dinner—whether they be resident or rambling—we may safely give the assurance that at "The Criterion," they will find the economy that is said to be peculiarly Scotch, the fare believed to be altogether English, and the hospitality that is proverbially Irish!—*London Scottish Journal.*

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I remain, yours faithfully,
O. T. BURNE,
Late Secretary to His Excellency the late Earl Mayo.

I have found your "Terai Hat" a first-rate Hat. never wear anything else when in the district. It is a wonderful protection from the sun, and is, in my opinion, not ONLY FITTED FOR THE COOL SLOPES OF THE HIMALAYAS, BUT FOR THE SEVERE HEAT OF THE PLAINS; is preferable to the heavy felt Helmet. The Lady's HAT IS PRONOUNCED TO BE PERFECTION AS A RIDING HAT.

I am, Gentlemen, yours faithfully,
AYRTON PULLAN, Captain,
Deputy-Supt. G. T. Survey of India.

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WEEKLY SALE.

THIS DAY, SATURDAY, the 25th instant, Messrs. BENNETT & Co. will sell by Public Auction, at their Rooms, a large quantity of grey and coloured piece goods, &c.

At 1 P.M.

1 dark brown Australian horse.
4 cases of Beer.
1 Dark Chestnut Persian Pony, with saddle and bridle.
1 Office Table complete, with Horse and harness.
The property of a Gentleman proceeding to Europe—
A handsome English built Dog Cart, with a Bay Arab Horse and a set of single mounted harness.

AUCTION SALE of valuable and handsome household furniture, plated, glass, and porcelainware, horse, harness, &c., at Mahim Palaces, Esplanade.

On TUESDAY, the 28th instant, at 1 p.m. Messrs BENNETT and Co are instructed to submit to Public Auction at the above mentioned place the valuable and handsome household furniture, plated, glass and porcelainware, piano, brougham, horse and harness, &c., the property of Major A. M. SHAWELL, the same comprises thin sigm glassware, handsome dinner, breakfast and tea services, best plateware such as bedwater carry dishes, cruet stand, egg boiler, 6 asst rack, butter dish, piano and chamber candle sticks, cutlery, revolver, &c., carved blackwood furniture such as round dining table, sets of camp table, side board, dining room chairs, table cloth, screw press, tea caddy, single and double screens, circular, sofa, pier, and lady's work tables, easy, folding, reclining and drawing room chairs, conversation and reclining sofas, centre ottoman, whatnots, hanging and table kerosine lamps, Brussel's and Cambay carpets, flower vases, figures, palangain clock, pictures, iron four-post bedstead, camp cot, dressing and washing tables, dressing glasses, clothes press, wardrobe, chests of drawers, cane chairs, crockery and cookroom articles, copper cooking utensils, books, plants, &c.

At 2 P.M.

A handsome Bay Arab Horse,
A light phaeton with moveable couch box, Arab horse and harness.
A handsome set of single Harness.
Gentleman's and child's saddles, and perambulator.
No Catalogues, and the property is now on view.

AUCTION SALE of valuable and handsome French polished and richly carved household furniture, plated, glass and porcelainware, &c., at No. 97, Wilderness, Mount Road, Malabar Hill.

On THURSDAY, the 30th instant, at 1 p. M, Messrs. BENNETT & Co. are instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of G. O'Connell, Esq.

Full particulars will be given hereafter. Catalogues will be published, and the property will be on view 4 days before the day of sale.

AUCTION SALE of household furniture, plated, glass and porcelainware, a mahogany grand square piano by "John Broadwood and Sons," a full-toned oak-wood harmonium with 4 stops, Singer's patent sewing machine, a photogr-phic camera with lenses for portraits and landscapes, a light English built cart built by "Laing and Melvin," a handsome chesnut Arab horse &c., at the Observatory, Colaba.

On SATURDAY, the 31st instant, at 1 P.M., Messrs. BENNETT & Co are instru ted to sell by Public Auction, at his residence at the abovementioned place the household furniture, piano, harmonium carriage, horse, &c., the property of C. CHAMBERS, Esq., proceeding to Europe.

Full particulars will be given hereafter.

No Catalogues, and the property will be on view 3 days before the day of sale.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelainware, a bagatelle table, a valuable collection of choice and rare plants, &c., at No. 26, Foras Road, (Mr. John Ryan's Bungalow), adjoining the Grant Road Railway Station and Gilder's Tank.

On SATURDAY, the 1st April, at 1 P. M., Messrs BENNETT & Co. are instructed to sell by Public Auction, at his residence at the above-mentioned place, the valuable and handsome household furniture, &c., the property of W. A. CRISP, Esq., changing his residence.

Full particulars are will be given hereafter. Catalogues will be published and the property will be on view 4 days before the day of sale.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelainware, a handsome English-built brougham, a hand-some bay Australian brougham, horse, harness, &c., at Marine Lines, Esplanade.

On THURSDAY, the 6th proximo, at 1 P.M., Messrs. BENNETT & Co are instructed to submit to Public Auction at the above-mentioned place, the valuable and handsome household furniture, plated, glass and porcelainware, brougham, horse, harness, &c., the property of Colonel E. A. H. BACON.

Full particulars will be given hereafter.

AUCTION SALE of handsome household furniture, glass and porcelainware, plants, a fine Ado cow, (if not previously disposed of by private contract to a handsome English-built light pony by "Mowbray Johnston and Smith" a handsome bay Arab horse, set of English harness, &c., at Marine Lines, Esplanade.

On SATURDAY, the 8th of April, at 1 P.M., Messrs BENNETT and Co are instructed to sell by Public Auction at his residence at the abovementioned place, the handsome household furniture, carriage, horse, &c, the property of Rev. F. C. SHARPE.

Full particulars will be given hereafter. Catalogues will be published and the property will be on view 4 days before the day of sale.

AUCTION SALE of household furniture, electro plate by Elkinton and Mappin, glassware, crockery, also a collection of plants in tubs, pots with stands and frames, at Mount Pleasant Road Malabar Hill.

On WEDNESDAY the 19th of April, at 1 p.m., Messrs. BENNETT and Co. have been instructed to sell by Public Auction, at the abovementioned place, the household furniture, carpets, &c., the property of Dr. Jamieson.

Catalogues will be published, and the property will be on view 4 days before the day of sale

N.B.—The plants will be sold on WEDNESDAY, the 19th of April, at 6-30 a.m.

BENNETT & Co.

Bombay, 25th March 1876.

CRAWFORD AND COMPANY.
2, MARINE STREET, BOMBAY.

SALE OF SUPERIOR FIRST CLASS TEAK SQUARES.

THIS DAY, SATURDAY, the 25th inst., at 4 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at the Tank Bunder.

An invoice of 100 superior 1st class Teak Squares ex "Diadem" in small convenient lots to suit the requirements of purchasers.

USUAL AUCTION SALE.

On MONDAY next, the 27th instant, at 2 P. M., Messrs. CRAWFORD and Co. will sell by Public Auction at their Rooms,

10 bales grey shirting.
15 do. dhoties 7 to 8 yards.
7 cases printed muslins.
2 cases chintzes prints.
30 cases Kloss and Forster's dry champagne in quarts.
15 do. do. do. in pints.
16 jars, each 1 to 4 gallons, chloralum.
48 cases chloralum in quarts, pints and half-pints.
This will be found very useful as a disinfecting liquid for the contagious diseases prevalent in Bombay.
200 cases, each 10 Bombay gallons, spirit of turpentine.
1 case Dog's Collars, behind.
A quantity of furniture of a gentleman consisting of sofa couches lined damask and chairs to match. Drawing room, wood paper mache and ebonised tables, reading couches, easy cots, dressing glass table and hanging lamps, brussels carpet, &c.

HANDSOME CHINA GARDEN SEATS, STANDS, AND FLOWER POTS.

On MONDAY next, the 27th instant, at 2 p m., Messrs CRAWFORD & Co will sell by Public Auction at their Rooms, an invoice of handsome China garden seats, stands, and flower pots, in small convenient lots.

SALE OF MARBLE SLABS AND SCANTLINGS.

Under instructions from the Administrator General, Messrs CRAWFORD and Co will on MONDAY next, the 27th instant, at 2 p m., sell by Public Auction at their Rooms, an invoice of 14 sicilian marble slabs and one scantling, belonging to the estate of the late Mr Charles Drury.

The above slabs and scantlings, together with their specification, can be seen at our Rooms.

CRAWFORD & Co.

Bombay, 25th March 1876.

SADANUND SHRICRISTNAJEE AND CO.

WEEKLY AUCTION SALE.

On TUESDAY the 28th instant, Messrs. SADANUND SHRICRISTNAJEE and Co. will sell by Public Auction at their Auction Room the following goods.

4 bales grey shirtings.
3 do. do. cloths.
4 do. dhoties 5 to 9 yards.
4 cases black beads.
8 cases Eau de Jologne.

To close account.

2 cases best oleograph in gilt frame and maple frame.
On account and risk of Alleybhoy, Abdool Karim.
5 bales printing paper.

S. SHRICRISTNAJEE & Co.

Bombay, 25th March 1876.

NOTICE is hereby given, that by virtue of the power of sale contained in an Indenture of Mortgage, bearing date the 17th day of June 1873, and made between MEHERWANJEE NUSSERWANJEE NADIRSHAW of the one part and Messrs. DWARKADASS VUSSONJEE and KESSOWJEE NAIK of the other part, will be put up to Public Auction THIS DAY, SATURDAY, the 25th of March, by Messrs. MEHRJEE JOHNSTON and Co., Auctioneers, on the premises, the undermentioned property. For particulars and conditions of sale, apply to the Undersigned or to Messrs. Mehrjee Johnston and Co., Auctioneers, Apollo Street, at any time previous to sale.

RIMINGTON, HORE AND LANGLEY,
Solicitors for the Mort. agees.

PARTICULARS OF PROPERTY.

All that piece or parcel of Government land or ground, containing by admeasurement 17-9-8-9 square yards, or thereabouts, and registered by the Collector of Land Revenue under No. 13, with a message, tenement, or dwelling-house, outhouses and appurtenances, and also all that piece or parcel of Government land or ground containing by admeasurement 87 square yards or thereabouts, and registered in the Books of the Collector of Land Revenue under No. 13, with the messuage, tenement or stables standing thereon, situate, lying and being in the New Town, on the east side of a public passage leading from Khetwady back road, to the Faulkland Road, outside the Fort, in the sub-district of Masagon, in the Island of Bombay, and bounded as follows—that is to say, on or towards the east and south sides by the property of Nusserwanjee Hormusjee Alpaiwalla, on or towards the west by the said public passage, and on or towards the north by the property of Jewanjee Dadabhoy, and which said stables are assessed by the Municipal Commissioner under No. 65.

MEHRJEE, JOHNSTON & Co.

Bombay, 25th March 1876.

FOR SALE.

FOR SALE, A VALUABLE PROPERTY in the ELPHINSTONE CIRCLE, close to the New Bank of Bombay.
Particulars may be obtained from the London, Asiatic and American Company, Limited, (in Liqu